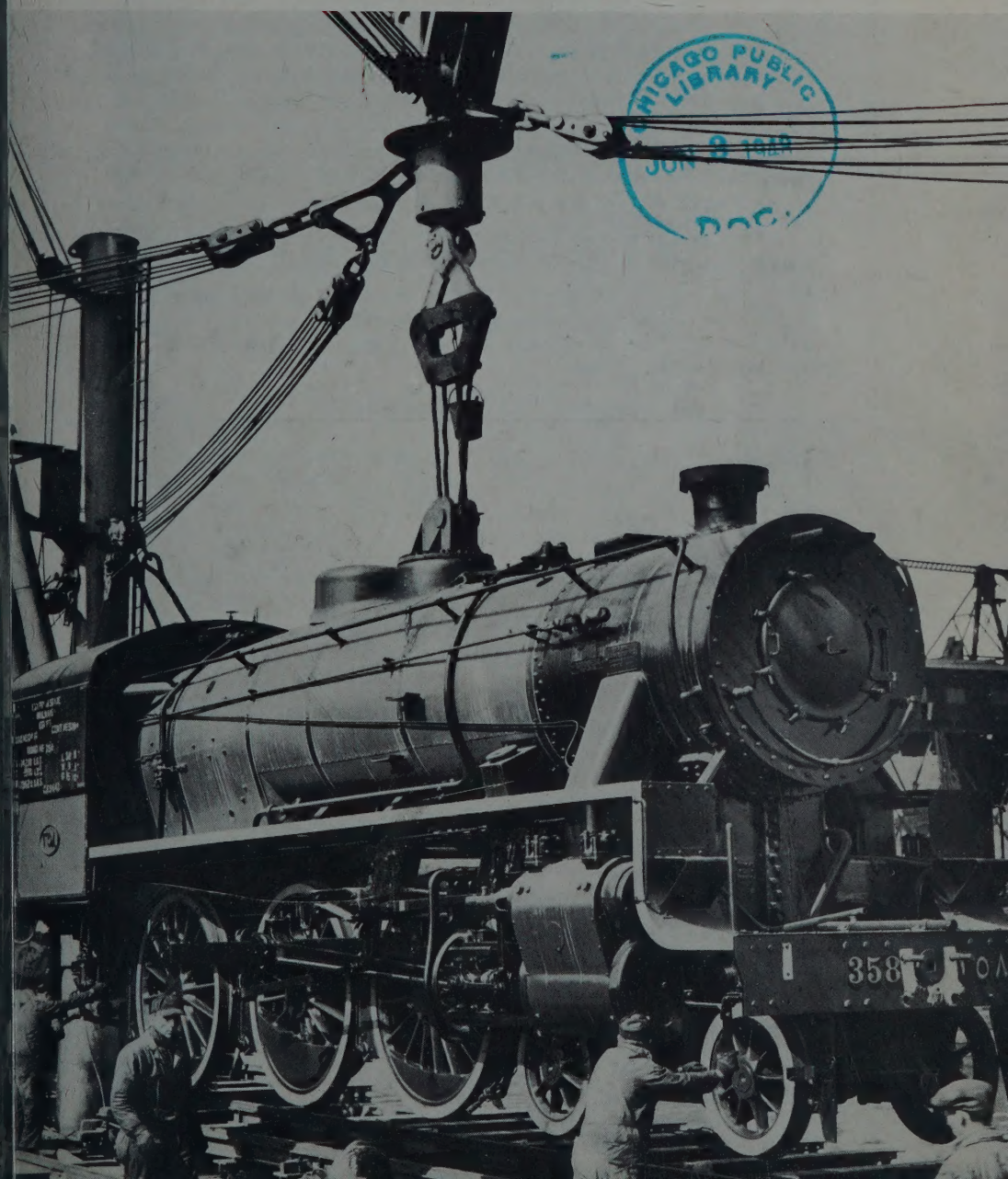


# FOREIGN TRADE

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Right Hon. C. D. Howe  
Minister of Trade and Commerce

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# FOREIGN TRADE

OTTAWA, MAY 22, 1948

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Department of Trade and Commerce

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**COVER SUBJECT**—Canadian locomotive, constructed by the Montreal Locomotive Works, Limited, for the Egyptian State Railways, being lifted by the boiler dome for shipment aboard the *S.S. Beljeanne* from Weehawken, New Jersey. An order was placed for twenty "4-6-0" type standard gauge locomotives, for which the payment of \$2,000,000 was made in United States funds. Railroad equipment was exported last year to France, Newfoundland, Nigeria and Southern Rhodesia, and the production schedule for this year calls for delivery of locomotives to India and Portuguese East Africa, in addition to the Egyptian order.

# Import Control of Capital Goods Under Emergency Act Outlined

*Provision made for issue of "allotment" permits and "individual" permits to cover importation of essential goods listed in Schedule III—Declarations, accompanying applications, should indicate why purchases cannot be deferred until current foreign exchange situation has been corrected, and steps taken to obtain goods in Canada.*

**By Import Permit Branch, Foreign Trade Service**

**P**ROVISION has been made under the Emergency Exchange Control Act for the import control of certain capital goods, productive material and consumable stores, and for the establishment of an Import Control Branch, in the Department of Trade and Commerce, to administer what is known as Schedule III of the Act. Schedule I comprises those goods for which no permit may be issued, unless it is determined that exceptional hardship would be occasioned thereby, while Schedule II comprises goods for which import quotas have been established. Both Schedules I and II are administered by the Emergency Import Control Division, in the Department of Finance. Provision was made originally by Order in Council P.C. 4678, dated November 12, 1947, for the conservation of foreign exchange.

Two types of permits are issued for the importation of goods enumerated in Schedule III. These are known as allotment permits (Form C.G. 105) and individual permits (Form C.G. 101). The latter is a combination application and permit form.

Allotment permits provide for the importation during 1948 of goods under specified tariff item numbers up to a total value set forth on the permit. They are issued to Canadian manufacturers to provide for the importation of production material, and to importers of consumable stores, maintenance material or essential semi-permanent capital goods, any of which form a continuous pattern of importations. These are handled by the Allotment Division, of the Import Permit Branch.

Individual permits provide for the importation of capital goods, the rate of importation of which is irregular and dependent on the expansion or modernization of industry, of replacements or such requirements as do not form a yearly average pattern, all of which are considered essential to the economic welfare of Canada. These are handled by the Capital Goods Division, of the Import Permit Branch, and will be issued only if applications are accompanied by a declaration of essentiality from the end user, which must be signed by a senior member of the firm concerned. This declaration must indicate:

- (a) Why the purchase cannot be deferred until the current foreign exchange situation has been corrected.
- (b) Why the importation is essential, and what is the end product or end use if the goods to be imported do not in themselves constitute an end product or end use.
- (c) What steps have been taken to obtain the goods from Canadian sources.



### Reasons for Importations Must be Provided

Allotment permits and individual permits will be issued for the importation of goods listed in Schedule III only when it can be demonstrated that the equipment and material concerned:

- (a) Provides for production of a Canadian manufactured product or products to meet export demands; or
- (b) Is essential to the continuation and/or expansion of an industry; or
- (c) Is essential to the maintenance of public service; or
- (d) Is required for basic product operations, such as mining, petroleum production, logging, etc.; or
- (e) Provides for the manufacture of a product or products essential to the economic development of Canada; or
- (f) Provides for the part fabrication in Canada of a product or products essential to the economic development of Canada; or
- (g) Is an essential replacement of obsolete and/or worn out equipment of the same type, the age and type of which should be specified.

### Provision Made for Expansion of New Industries

It was recognized that certain new industries of an essential character would require an assurance that products unobtainable in Canada, and necessary for the expansion of their plant, would be permitted entry at some stage of their development program. A project authorization form (C.G. 100) has been evolved to provide for the importation of goods necessary for completion of the project concerned, on condition that suitable alternative equipment or materials are not available from Canadian sources at the time such importation is required. Projects may involve:

- (a) Construction of new production or service facilities; or
- (b) Reconstruction, remodelling or conversion of existing facilities; or
- (c) Permanent fixtures and fittings, which are an integral part of the structure; and/or
- (d) New production or service equipment, the use of which involves new construction or conversion of existing facilities that require the importation of materials listed in Schedule III.

Applications for project authorizations should be submitted to the Project Division, of the Import Permit Branch, from which the necessary forms and specific instructions may be obtained.

Permits will be issued for the importation of scheduled goods required for the establishment of new industries or assembly plants on condition that:

- (a) The firm concerned was manufacturing like or similar products in Canada on November 17, 1947.
- (b) The firm concerned had made direct financial commitments as of or prior to November 17, 1947, with respect to such manufacturing operations in Canada, and that the abandonment of plans would impose severe hardship;
- (c) The proposed product is considered essential to the economic welfare of Canada for the following reasons:
  - (i) The end product is of a type that is considered essential to the maintenance of Canada's internal economy; or
  - (ii) The end product, not being considered essential to the maintenance of Canada's internal economy, will result in exports, the value of which will exceed the value of the imported parts over a reasonable period of time.

### Information for Guidance of Applicants

The following information is issued for the guidance of individuals or firms making applications for import permits:

- (a) When an inquiry for information or an application on one of the standard forms is submitted, specific reference should be made to the tariff item number under which the goods or equipment involved are normally imported. The applicable tariff item number or numbers may be established by reference to the local Collector of Customs.
- (b) With the exception of spare parts for the repair of automobiles, no restrictions are presently proposed on the importation of parts required for the repair of existing equipment, although such importations should be confined to essentials in the national interest. "Repair or replacement parts" may be defined as "any parts which are required to repair goods which already exist in Canada." This definition may not be construed as including parts which in themselves are complete entities, and which are described as entities in Schedule III. (For example, an electric motor may be a replacement for a motor forming part of a complete machine, but it is not considered a repair or replacement part under the Act.
- (c) Arrangements have been made with Collectors of Customs for the entry without permit of spare parts falling within the above category, providing a certificate is supplied by the importer to the effect that the parts are actually required for repair purposes.
- (d) Applications for import permits should be forwarded by post rather than by hand, as they have to be registered, properly documented and considered in relation to the national economy before approval is granted.
- (e) Applicants are requested not to apply for telegraphic releases of goods held by the Customs authorities, except in cases of extreme urgency. Such procedure confuses the issue and, in most cases, occasions additional correspondence.

### Provisions of Act May be Suspended

It is not intended that importations under all tariff item numbers, appearing in Schedule III of the Act, should require import permits at one time. It is proposed to require permits for each class of goods from time to time, and only to the extent necessary to restore Canada's foreign exchange position. The machinery to accomplish this non-requirement of permits is effected by suspending the operations of the Act in relation to certain of the tariff item numbers and the materials or goods imported under tariff item numbers, as is provided for in Section 5, sub-section (h) by means of an Order-in-Council.

The initial suspension, effective with the proclamation of the Act, was made in P.C. 1669, dated April 16, 1948. Notices of removals from the suspended list will also be effected by Order-in-Council, and furnished to the press, Canadian Manufacturers' Association and the customs division of the Department of National Revenue for publication in newspapers, trade journals, bulletins and memoranda. The first of such removals from the suspended list, making certain goods subject to import permits, was effected by P.C. 1880, dated April 29, 1948.

The following forms are in general use and, with the exception of Form C.G. 105, may be obtained from the local Collectors of Customs or



from the Import Permit Branch, Department of Trade and Commerce, 385 Wellington Street, Ottawa:

- (a) C.G. 100—Application for Project Authorization
- (b) C.G. 101—Application Permit to Import Capital Goods
- (c) C.G. 102—Manufacturer's Application for Permit to Import Materials and Parts for Production Use and/or Resale, under tariff item numbers 438b, 438c, 438d and 438e.
- (d) C.G. 103—Application for Permit to Import Complete Passenger Cars and/or Light Motor Trucks from the United States.
- (e) C.G. 104—Application for Permit to Import Automotive Parts and Accessories intended for servicing and/or repair purposes only, under tariff item numbers 438b, 438c, 438d and 438e.
- (f) C.G. 105—Allotment Permit issued by the Import Permit Branch, when applications submitted on Forms C.G. 102, 103, 104, 109, 110 and 111 have been approved.
- (g) C.G. 109—Manufacturer's application for an Allotment Permit to Import Production Materials.
- (h) C.G. 110—Application for Import Permit for Manufacture of Special Products.
- (i) C.G. 111—Application by Importers (other than manufacturers) for Import Allotment Permit.

## Patent Medicine Advertisements in United Kingdom Guided by Code of Standards

*Provisions should prove of interest to Canadian firms selling such products in this market—Code has support of various British organizations concerned.*

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, April 24, 1948.—Manufacturers and producers of proprietary medicines are guided by a British Code of Standards for advertising medicines and treatments, provisions of which should prove of interest to Canadian firms selling such products in the United Kingdom. The Code, which has the support of the various organizations concerned, lays emphasis on "the harm to the individual that may result from exaggerated, misleading or unwarranted claims" and on the need for "the adoption of a very high standard and the inclusion of considerable detail" in a Code designed for guidance in this form of advertising. Newspapers are urged not to accept advertisements of any product or treatment from any advertiser or advertising agent who disregards the Code.

The Code has three sections, comprising general recommendations; restrictions imposed by statute; and the diseases, illnesses or conditions for which medicines, treatments or products may not be advertised.

Advertisements, it is recommended, should not contain a claim to cure any ailment or symptoms of ill health. They should not contain any offer or advice relating to treatment or relief of serious diseases, complaints or conditions that should rightly receive medical attention, or make misleading or exaggerated claims, appeals to fear, or offer to diagnose or treat disease by correspondence. No offer to refund money should appear in any advertisement nor should there be directly or by implication disparagements of the products, medicines or treatments of another advertiser or manufacturer or the medical profession.

Section 3 of the Code lists a number of diseases in respect of which offers of medicines or treatments should not be advertised.

# British Exports of Main Classes of Cotton And Rayon Goods Declined in March

*Shipments, however, are substantially higher than in previous year—Cotton yarn exports during first three months of 1948 are highest since second quarter of 1940, while exports of piece-goods are highest since fourth quarter of 1941—Exports of rayon single yarn, folded yarn and piece-goods also lower than in February.*

By M. J. Vechsler, Canadian Government Trade Commissioner

LIVERPOOL, April 21, 1948.—British exports of the principal classes of cotton and rayon goods declined in March, compared with the figures for February, though shipments were substantially higher than in the corresponding month of last year. Returns issued by the British Board of Trade indicate that 3,338,000 pounds of grey cotton yarn were exported in March, as against 3,742,000 pounds in February and 1,315,000 pounds in March, 1947. Bleached and cotton dyed yarn exports amounted to 438,000 pounds in March of this year, as compared with 466,000 pounds during February and 234,000 pounds during the corresponding month of March, 1947.

The following table shows exports of cotton piece-goods for March, 1948, in comparison with February, 1948, and again with the corresponding figures for the month of March, 1947:

Exports of Cotton Piece-Goods

	March, 1948	February, 1948 (Square yards)	March, 1947
Grey .....	3,330,000	3,863,000	3,633,000
White .....	14,039,000	16,248,000	9,433,000
Printed .....	19,371,000	19,338,000	10,396,000
Dyed .....	13,691,000	11,728,000	10,295,000
Coloured .....	3,813,000	4,180,000	2,321,000
Total .....	54,244,000	55,357,000	36,078,000

March exports of single rayon yarn amounted to 1,441,000 pounds, in comparison with 1,716,000 pounds in February of this year, and 1,000,000 pounds in March 1947. Folded yarns, on the other hand, were exported in the amount of 37,000 pounds in March of this year, as compared with 74,000 pounds in February of this year, as against 61,000 pounds in March, 1947.

Rayon piece-goods exports for the foregoing comparative period follow:—

Exports of Rayon Piece-Goods

	March, 1948	February, 1948 (Square yards)	March, 1947
All-rayon .....	8,075,000	10,734,000	8,819,000
Mixtures .....	1,246,000	1,233,000	1,024,000
Total .....	9,321,000	11,967,000	9,843,000

It is felt in the trade that in so far as cotton goods are concerned that the decline in March should not be looked upon as a reversal to the previous tendency toward expansion, for the totals for the three months ended in March compared favourably with those for the three months period ending in December.



## Exports of Cotton and Rayon Textiles

	Jan-Mar., 1948	Oct.-Dec., 1947 (Millions)	Jan-Mar., 1947
Cotton yarn (lb.) .....	12.6	11.2	5.1
Cotton cloth (sq. yd.) .....	160.9	128.9	126.3
Rayon yarn (lb.) .....	4.8	4.4	3.5
Rayon cloth (sq. yd.) .....	32.5	30.3	28.6

Cotton yarn exports during the first three months of the present year are the highest that have occurred since the second quarter of 1940 and exports of piece-goods are the highest since the fourth quarter of 1941. It is felt that there are two encouraging factors in connection with immediate forecasts: the new arrangement for yarns which will permit the export of a further 5,000,000 pounds or so per quarter; and the attainment of the record amount of business of 246,000,000 yards booked under the "open-export" scheme for the three months just ended.

## Argentina Adopted Rigid Exchange Control After Sterling Convertibility Suspended

*United Kingdom is an important source of revenue, which now could be only used as sterling—Wartime accruals of United States dollars had been rapidly depleted by heavy spending—Argentine world trade divided into two groups for exchange control purposes.*

By H. L. Brown, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the third in a series of four articles on economic conditions in Argentina during 1947, prepared for *Foreign Trade*. The first two appeared in the May 8th and May 15th issues.)

**B**UENOS AIRES, March 9, 1948.—Following the suspension of convertibility of sterling by the United Kingdom on August 20, 1947, Argentina suspended all operations in foreign exchange on August 21, 1947, and instituted a new exchange control policy in September. The budget of expenditure had to be revised radically because the United Kingdom is Argentina's best customer, and therefore an important source of overseas revenue, which now could be used only as sterling. Substantial savings of United States dollars, accrued during the war years, had been rapidly depleted by heavy spending, a high proportion of which was by the government.

In September a new regime of exchange control was instituted which divided Argentina's trade world into two groups. The first group comprised the neighbouring countries with which trade, in some degree at least, is contingent on the "hardness" of the Argentine peso. These are Bolivia, Brazil, Chile, Paraguay, Peru and Uruguay. This group also includes the monetary areas of the Belgian franc, the French franc, the Spanish peseta and, subsequently, Italy as a result of financial arrangements with those countries. (Sterling area was included as of February 27, 1948.) The regime provides that exchange permits for specified goods from the countries in this group will be granted on application.

### Exchange Permits for Imports from Canada Subject to Prior Study

The second group comprises all other countries, including Canada. Exchange permits, only for goods on a prescribed list of permissible imports, will be subject to prior study, and not necessarily be granted.

Obviously there is adequate control over both the volume and the nature of goods to be imported. The announced general policy is to husband resources of foreign exchange and ensure its use only for preferred goods, which are officially stated to be principally capital equipment and raw and semi-prepared materials.

It is essential to recall that permits issued prior to August 21, usually valid for nine months, were not cancelled and consequently for months constituted a lien, and a heavy one, on available exchange resources. This continuance of validity also meant that there would be no abrupt stoppage of imports but that the momentum of importation would be braked swiftly while exceptions were arranged to prevent a complete stop.

The control of investment from abroad is an important aspect of economic nationalism, control basically affecting remittance of interest and therefore the placement of capital. Certain maxima are to be considered reasonable interest and exportation will be permitted, but all additional interest is purely Argentine and therefore not exportable. All profits re-invested in past years are Argentine capital and consequently exportable neither as regards such capital nor interest thereon. Profits returned to a business are Argentine capital and capital is thus given a nationality and a name. Perhaps, as a corollary, this legislation strengthens control over the international manipulation of "hot" money.

#### **Banco Central Operated by Government**

The Banco Central was taken over completely as a government institution in 1946. In practice all banks are agencies for the Banco Central and all accounts are held by banks as agents. The rediscount system, instituted as a result of this conversion of all deposit banking into a state monopoly, places in the hands of the Banco Central, and therefore of the government, a powerful instrument of banking credit control through which credit policy is regulated.

The balance sheet of the Banco Central, as at December 31, 1947, carries items of particular interest to those seeking statistics reflecting the position of Argentina and its overseas trade. The backing of the Argentine peso was still high at 63.9 per cent gold and foreign exchange against notes in circulation. Against total notes in circulation and deposits in the Banco Central the backing is 46.45 per cent. The percentages at December 31, 1946, were 138.91 and 111.8 respectively, thus reflecting the expenditure of assets as well as an increase of notes in circulation. The use of assets is particularly marked in the sale of gold. Holdings of gold at home decreased during the year from 1,710 million pesos to 660 million, and holdings abroad from 1,885 million to 369 million. Assets other than gold showed fluctuation, though little long-term change. Debts with gold guarantee totalled 2,091 million pesos at the beginning of the year and 2,044 million at the end. Assets abroad, without gold guarantee, increased steadily from 119 million pesos to 611 million.

Bank loans secured by collateral rose steadily, especially in the second half of the year, from 2,805 million pesos to 3,174 million. Reference was made above to rediscounting operations; these stood at 3,719 million pesos on December 31, 1946, and nearly doubled by mid-year at 6,166 million but reached 8,639 million on December 31, 1947.

#### **Notes in Circulation Increased**

On the liabilities side, apart from a number of reserves, the data of main interest concerns bank notes and deposits. Notes in circulation increased from 4,064 million pesos to 5,345 million or by over 31 per cent, reflecting increased wages and increased expenditure all along the line. Deposits in other banks for the account of the Banco Central, that is





Argentina—Ministry of Finance Building, Buenos Aires.

ordinary deposits, rose from 11,074 million pesos to 12,849 million. The Banco Central made a profit of 34·5 million pesos in 1946 and 41·2 million in 1947.

During the past year the Instituto Mixto de Inversiones Mobiliarias (Investment Institute) was created under the control of the Banco Central and with wide powers of investment. It has been used primarily as a fund to provide support for industrial shares on the Buenos Aires Stock Exchange. The capital of 100 million pesos is subscribed half by official and half by national private banks. Its initial operation averted a potentially grave situation in the share market. It has since been credited with having been responsible for more stable price conditions.

In 1947 the Buenos Aires Stock Exchange showed a total cash turnover approximately three times that of 1942 and, in industrials, nearly ten times. The aggregate nominal value of bonds and shares dealt in during 1947 was over 4,387 million pesos. The cash values of turnover in recent years are herewith summarized:

#### Buenos Aires Stock Exchange Turnover

	Industrial and Commercial Shares (Incl. Debentures)	Official Bonds (Thousands of pesos)	Total
1942 .....	327,959	1,245,690	1,573,649
1943 .....	360,339	1,795,318	2,155,657
1944 .....	545,236	2,291,885	2,837,121
1945 .....	1,251,185	1,657,038	2,908,223
1946 .....	1,825,534	2,141,179	3,966,713
1947 .....	2,930,884	1,456,327	4,387,211

The movement of industrials, already referred to, calls for additional comment. Until May there was a remarkably sustained upward trend which had the characteristics of a boom. For example, one index of share prices showed 270·4 in January, 1946, and 518·4 on January 2, 1947, but rose to 767·7 on May 2. With the assistance of the Investment Institute, the trend was changed to bring about an end-of-year index of 589·5. The interest in industrials is clearly apparent.

# Imports From Great Britain Are Much Higher in First Quarter

*Fifty per cent of the increase contributed by textile group—Imports from United States lower, with the greatest reduction shown by textiles—More iron and its products purchased by Canada—Exports, both to Great Britain and the United States, were higher than in corresponding period last year.*

By S. B. Smith, Research and Development Division, Dominion Bureau of Statistics

CANADIAN imports from the United Kingdom increased substantially during the first quarter of the current calendar year. Imports from the United States were lower than in the corresponding period of last year, while Canadian exports to both countries were higher during the first three months of this year. These conditions are contributing to the solution of Canada's foreign exchange problem. If this trend should be continued, it will provide encouragement for exporters and eliminate the necessity for introducing any radical change in the producing system.

While prosperity levels of production and employment were achieved last year, a number of unsatisfactory tendencies developed. The excess of imports over exports to the United States, amounting to \$918,000,000, was the principal factor in the drain of our reserves of gold and American dollars. On the other hand, a noteworthy development was the marked expansion in exports to the United Kingdom. The disparity over imports from that country was \$564,000,000, raising a question as to whether, under such circumstances, the flow of commodities from Canada could be maintained during the present year.

## Exports to United States Increased

The unfavourable balance with the United States was greatly reduced in the first quarter, exports rising nearly 35 per cent over the same period of 1947, while imports were slightly less. The adverse balance was consequently about one-half that of a year ago. The measures taken in mid-November are already showing results, and reducing the serious gap in our trading operations.

Exports to the United States were spectacular in the first quarter, moving up to a point higher than in any other similar period. The previous maximum occurred in 1945, the outward flow of commodities having been heavy in the first quarter of each of the last three war years.

Each of the nine main groups, except chemicals, reached higher levels in the quarter under review than in 1947. Wood and paper exports showed the greatest absolute increase of nearly \$38,000,000. The value of newsprint was nearly \$78,000,000, constituting the largest single item. The increase over the first quarter of 1947 was about \$14,000,000, or 22 per cent. The cognate item of woodpulp held second place, with an increase of 29 per cent to \$43,500,000. Lumber was in heavy demand, shipments amounting to nearly \$31,000,000.

Non-ferrous metals moved southward across the line in large volume in the early months. The group value was \$36,000,000 against \$24,500,000 in the first quarter of 1947. The export of aluminum and products was three times as great, and nickel showed a gain of 53 per cent. Agricultural implements featured the iron group, the outward movement having been about \$11,500,000.



The appreciable decline in imports from the United States also contributed to the betterment of the exchange situation. The decline of nearly \$15,000,000 from the first quarter of 1947, amounting to only 3·4 per cent, was still a step in the right direction. The temporary restrictions on a wide variety of imports enacted last November is having the desired effect of limiting the drain on the reserves of gold and United States dollars.

The United States has, since the war, become increasingly dependent upon external supplies of primary goods. Canada's mineral and forestry products have traditionally been in demand in that country and food-stuffs are now being imported in large quantities.

Five of the nine main groups of imports were at lower levels in the first quarter than in the same period of 1947, when inward shipments from the United States were at a maximum. The main advances were in the iron products and non-metallies, which moved up 17 per cent and 28 per cent respectively. Crop products, including fruits and vegetables, declined 21 per cent, while animal products receded nearly 14 per cent. The principal reduction was in the textile group, which dropped from \$67,300,000 to \$28,000,000. The decline in cotton fabrics was \$19,000,000, while marked declines were shown in raw cotton and artificial silk. An increase of \$26,000,000, on the other hand, was recorded in iron and steel products and \$19,000,000 in non-metallies.

As a proportion of the funds provided by the Economic Cooperation Administration, of the United States, will be devoted to purchases in Canada, export shipments to the United Kingdom may be continued without depleting further Canada's reserves of United States dollars. If controls on capital and consumer goods were relaxed at this stage, imports from the United States would almost certainly rise sharply in view of Canada's current income levels and consumption habits.

### **Exports to Britain Highest in Peacetime History**

Exports to the United Kingdom were greater in the first quarter than in the same period of any other peacetime year. In spite of the British austerity measures to conserve dollars, the gain of 23 per cent over last year was appreciable. Animal products and metals featured the advance, but the wood and paper group also made a contribution. Animal products were one-half greater last quarter, while non-ferrous metals showed a gain of 78 per cent. The increase of 43 per cent in the wood and paper division can be attributed to a marked expansion in the shipment of woodpulp and lumber in the form of planks and boards. About 175,000,000 pounds of woodpulp were supplied, more than four times the amount sent in the first three months of 1947. The increase in planks and boards was nearly 38,000,000 feet, the total last quarter having been 171,000,000.

Foodstuffs of farm origin were again supplied in heavy volume. The increase in bacon was from 50,000,000 pounds to about 75,000,000. The value rose \$11,600,000. The shipment of dried eggs was 2,500,000 pounds greater, and eggs in shell were 22,700,000 dozen against 19,200,000. Exports of cheese were more than double, the total having been 5,100,000 pounds. The shipments of beef were about 90 per cent greater, while those of fresh mutton and lamb were nearly maintained. The exports of wheat were not greatly changed and the increase in wheat flour was a half-million barrels. Flue-cured tobacco was shipped in lesser volume and apples were discontinued.

The increase over imports in the first quarter of 1947 was no less than 58 per cent, each of the nine groups, except chemicals, participating in the advance. About one-half of the absolute increase was achieved by the textile group. The value rose from \$20,000,000 to nearly \$32,000,000.



**Great Britain—Huskisson Dock, Liverpool, through which passes considerable cargo to and from Canada.**

advances being fairly general in the main items. Raw wool and wool fabrics showed gains of 174 per cent and 83 per cent respectively. The increase in cotton fabrics was about 130 per cent, the total in the first quarter of this year having been \$1,900,000. Unmanufactured artificial silk and fabrics of the same material were greater by 21 per cent and 38 per cent respectively.

The goods listed under the heading of "Iron and its Products" recorded an increase in value of 52 per cent. Prominent in this respect was the gain in item "engines, locomotives and boilers", which was six times greater. Miscellaneous machinery was imported, with an increase of 40 per cent, the value in the first quarter having been \$1,300,000. Pottery and china-ware, with an increase of 40 per cent, and glass showing an advance of 134 per cent, were interesting items.

A major and obvious element of abnormality and strain in Canada's position last year was the lack of balance in this country's international accounts. As indicated above, there was a dual problem of peculiar and pressing intensity. Despite a healthy internal economic situation, Canada's parlous international position is due to the fact that payments from overseas do not cover a mounting debit balance with the United States.

The trend of trade in the first quarter, and the operations of the European Recovery Program inspires confidence that Canada may have a steady market for her agricultural products, surplus metals and timber, and that Britain may continue to secure supplies of raw materials for reconstruction. There are ways and means of shaping a more balanced economy and so lessening the dependence of Canada on and vulnerability to influences beyond her control. This points to a desirability of a more intensive development of industry, and a more highly industrialized and therefore more valuable export structure.



# Canadian Exports to United States

## First Quarter

	Total	Agricultural and vegetable products	Animals and animal products	Fibres, textiles and textile products	Wood, wood products and paper
			Million dollars		
1937 .....	87.3	9.9	14.4	0.7	40.1
1938 .....	59.5	4.7	8.2	0.2	29.6
1939 .....	69.7	4.1	11.2	0.3	34.6
1940 .....	79.3	6.0	10.4	0.4	38.9
1941 .....	106.5	5.9	14.5	0.5	51.7
1942 .....	169.1	8.2	21.3	2.9	77.3
1943 .....	260.4	18.0	15.8	1.0	61.5
1944 .....	274.4	67.1	22.8	2.8	67.2
1945 .....	279.6	30.4	24.7	2.3	70.8
1946 .....	186.4	20.9	22.4	2.4	94.0
1947 .....	231.9	17.1	19.1	1.3	136.6
1948 .....	312.3	24.1	31.0	2.8	174.6

	Iron and its products	Non-ferrous metals and their products	Non-metallic minerals and their products	Chemicals and allied products	Mis- cellaneous com- modities
1937 .....	1.3	10.8	4.9	3.3	1.9
1938 .....	1.3	7.9	2.9	2.7	2.1
1939 .....	1.0	10.9	2.8	2.9	1.8
1940 .....	0.9	13.3	4.2	3.4	1.8
1941 .....	1.4	20.3	6.0	3.8	2.4
1942 .....	6.1	29.5	8.9	7.8	7.0
1943 .....	9.8	47.8	9.3	8.6	88.5
1944 .....	9.3	30.2	10.2	12.7	52.0
1945 .....	13.6	72.7	8.9	16.4	39.8
1946 .....	5.0	21.3	6.8	8.5	5.0
1947 .....	10.9	24.6	10.3	8.4	3.6
1948 .....	19.8	35.8	11.3	7.9	5.2

# Canadian Imports from United States

## First Quarter

	Total	Agricultural and vegetable products	Animals and animal products	Fibres, textiles and textile products	Wood, wood products and paper
			Million dollars		
1937 .....	109.6	10.4	4.1	11.5	6.7
1938 .....	106.4	12.1	3.2	8.6	7.0
1939 .....	94.2	9.6	3.4	7.8	6.8
1940 .....	151.4	12.0	9.1	21.5	8.2
1941 .....	213.3	12.1	5.3	12.3	8.6
1942 .....	310.8	14.4	4.3	17.2	9.7
1943 .....	319.0	20.9	4.9	25.0	9.1
1944 .....	345.3	28.7	5.4	24.2	9.9
1945 .....	300.0	25.9	6.7	32.3	10.5
1946 .....	283.6	35.6	10.2	28.9	14.7
1947 .....	440.0	38.4	15.3	67.3	19.2
1948 .....	425.1	30.2	13.2	28.4	16.4

	Iron and its products	Non-ferrous metals and their products	Non-metallic minerals and their products	Chemicals and allied products	Mis- cellaneous com- modities
1937 .....	39.0	7.2	18.5	5.0	7.1
1938 .....	35.8	7.0	19.4	5.2	8.1
1939 .....	29.5	5.7	19.2	4.8	7.3
1940 .....	50.1	9.2	20.8	8.1	12.2
1941 .....	93.4	16.5	22.7	11.0	31.5
1942 .....	99.8	17.2	34.3	13.7	100.2
1943 .....	62.7	13.6	41.2	14.4	127.1
1944 .....	107.6	23.1	49.0	17.2	80.2
1945 .....	93.8	17.4	42.6	17.4	53.3
1946 .....	83.3	17.4	54.5	19.8	19.1
1947 .....	151.8	27.4	67.7	23.7	29.3
1948 .....	177.8	28.1	86.5	25.0	19.7

## Canadian Exports to United Kingdom

### First Quarter

	Total	Agricultural and vegetable products	Animals and animal products Million dollars	Fibres, textiles and textile products	Wood, wood products and paper
1937 .....	83.9	29.0	19.8	0.6	7.9
1938 .....	88.7	28.2	18.1	0.9	9.0
1939 .....	74.4	20.2	18.1	0.9	7.5
1940 .....	109.7	39.2	26.1	1.2	11.0
1941 .....	127.0	23.9	21.3	1.3	14.5
1942 .....	178.4	25.5	39.3	0.4	8.2
1943 .....	159.5	26.8	39.3	1.1	10.5
1944 .....	283.4	31.3	61.6	1.7	15.8
1945 .....	259.5	34.5	59.4	5.4	20.5
1946 .....	139.6	51.5	53.4	0.3	15.5
1947 .....	142.9	67.2	33.4	0.3	17.3
1948 .....	175.8	61.2	50.9	0.3	24.7

	Iron and its products	Non-ferrous metals and their products	Non-metallic minerals and their products	Chemicals and allied products	Mis- cellaneous com- modities
1937 .....	3.6	20.7	0.4	1.2	0.7
1938 .....	5.2	24.8	0.5	1.1	1.0
1939 .....	4.3	20.5	0.2	1.6	1.1
1940 .....	5.4	21.6	1.1	2.1	2.1
1941 .....	18.2	30.2	1.2	2.0	14.3
1942 .....	32.7	27.4	0.9	8.6	35.4
1943 .....	25.2	24.3	1.1	5.4	25.8
1944 .....	67.9	40.5	1.4	5.7	57.5
1945 .....	67.7	20.1	0.2	5.7	45.8
1946 .....	4.4	11.7	0.7	0.8	1.3
1947 .....	5.1	16.4	1.0	1.2	0.8
1948 .....	5.4	29.3	1.2	1.6	1.3

## Canadian Imports from United Kingdom

### First Quarter

	Total	Agricultural and vegetable products	Animals and animal products Million dollars	Fibres, textiles and textile products	Wood, wood products and paper
1937 .....	31.4	4.5	1.8	14.0	0.8
1938 .....	29.2	3.6	1.4	12.1	0.7
1939 .....	25.5	2.7	1.0	11.4	0.7
1940 .....	31.0	1.9	1.1	14.5	0.6
1941 .....	41.7	1.8	1.1	12.6	0.5
1942 .....	49.1	1.2	1.2	20.3	0.6
1943 .....	30.4	0.7	0.6	13.3	0.3
1944 .....	23.6	1.1	0.5	12.0	0.3
1945 .....	25.4	1.0	0.4	10.1	0.3
1946 .....	47.5	1.1	0.7	13.8	0.4
1947 .....	38.6	1.2	1.1	20.1	0.5
1948 .....	61.1	2.6	1.6	31.8	0.7

	Iron and its products	Non-ferrous metals and their products	Non-metallic minerals and their products	Chemicals and allied products	Mis- cellaneous com- modities
1937 .....	4.2	1.5	1.9	1.5	1.3
1938 .....	5.5	1.4	1.7	1.3	1.4
1939 .....	3.7	1.3	1.5	1.3	1.9
1940 .....	3.9	1.4	2.0	1.9	3.7
1941 .....	3.8	2.5	2.9	1.4	15.1
1942 .....	2.4	1.4	3.7	2.2	16.0
1943 .....	1.7	1.0	2.7	1.0	9.0
1944 .....	1.4	0.7	2.6	1.3	3.6
1945 .....	1.3	3.6	2.0	0.9	5.8
1946 .....	2.4	2.6	3.1	1.1	22.3
1947 .....	5.1	3.4	3.2	1.5	2.7
1948 .....	7.7	3.4	4.9	1.5	6.9



# Canadian Imports, by Commodities

Commodity	March			January-March		
	1938	1947	1948	1938	1947	1948
(Millions of Dollars)						
<b>Groups—</b>						
Agricultural, Vegetable Products.....	11.2	28.8	24.0	26.2	78.4	71.2
Animals and Animal Products.....	3.6	7.8	7.4	7.8	22.5	22.5
Fibres, Textiles and Products.....	9.7	37.7	28.5	25.8	103.3	82.2
Wood, Wood Products and Paper.....	3.2	7.6	6.3	8.1	20.7	17.6
Iron and Products.....	17.5	60.4	60.9	42.6	157.8	187.5
Non-Ferrous Metals and Products.....	3.8	13.7	12.5	10.1	34.6	34.1
Non-Metallic Minerals, Products.....	8.4	30.2	37.4	23.0	82.0	113.6
Chemicals and Allied Products.....	3.0	9.9	10.3	7.4	26.3	28.3
Miscellaneous Commodities.....	4.6	12.7	9.9	10.8	34.2	28.3
<b>TOTAL IMPORTS FOR CONSUMPTION..</b>	<b>65.1</b>	<b>208.9</b>	<b>197.1</b>	<b>161.7</b>	<b>559.8</b>	<b>585.3</b>
(Thousands of Dollars)						
<b>Agricultural, Vegetable Products—</b>						
Fruits.....	1,463	5,317	3,447	3,700	17,664	10,369
Nuts.....	221	1,957	2,698	677	7,059	7,417
Vegetables.....	911	2,732	646	1,936	5,965	1,530
Grains and products.....	1,711	2,507	2,929	3,972	6,592	8,418
Sugar and products.....	822	1,448	4,118	2,062	4,805	9,145
Cocoa and chocolate.....	142	1,353	540	350	2,370	2,925
Coffee and chicory.....	484	2,288	1,339	1,167	4,302	5,998
Tea.....	957	1,784	798	2,359	4,995	3,959
Beverages, alcoholic.....	428	783	986	1,194	2,809	3,379
Gums and resins.....	122	777	468	318	1,573	1,370
Oils, vegetables.....	1,494	2,469	1,891	3,144	7,569	4,908
Rubber and products.....	994	3,565	2,769	2,281	7,074	7,467
Tobacco.....	361	232	278	488	754	888
Vegetables products, other.....	1,069	1,579	1,086	2,555	4,893	3,399
<b>Total.....</b>	<b>11,178</b>	<b>28,790</b>	<b>23,993</b>	<b>26,203</b>	<b>78,424</b>	<b>71,173</b>
<b>Animals and Animal Products—</b>						
Fish and fishery products.....	178	540	278	481	1,126	886
Furs and products.....	1,040	2,385	1,740	2,448	6,723	8,882
Hides and skins, raw.....	283	1,436	388	727	4,194	2,757
Leather, unmanufactured.....	226	637	412	638	1,806	1,313
Leather, manufactured.....	309	686	527	746	1,737	1,354
Animal oils, fats, greases.....	57	360	3,162	191	891	4,392
Animals and products, other.....	1,519	1,720	846	2,579	5,989	2,943
<b>Total.....</b>	<b>3,612</b>	<b>7,763</b>	<b>7,352</b>	<b>7,809</b>	<b>22,464</b>	<b>22,525</b>
<b>Fibres, Textiles and Products—</b>						
Cotton, raw and linters.....	1,351	5,127	5,093	3,590	15,369	16,434
Cotton products.....	1,813	13,892	5,792	4,836	37,825	17,051
Flax, hemp, jute and products.....	799	2,452	2,567	2,248	7,566	6,775
Silk and products.....	676	1,044	328	1,861	2,521	1,035
Wool, raw and unmanufactured.....	1,323	3,375	3,150	3,151	6,920	8,875
Wool products.....	1,745	4,157	5,217	5,224	12,193	15,735
Artificial silk and products.....	403	3,572	2,463	1,025	9,621	6,684
Textile products, other.....	1,637	4,126	3,843	3,821	11,293	9,569
<b>Total.....</b>	<b>9,747</b>	<b>37,745</b>	<b>28,453</b>	<b>25,755</b>	<b>103,308</b>	<b>82,158</b>
<b>Wood, Wood Products and Paper—</b>						
Wood, unmanufactured.....	571	1,534	1,097	1,379	3,701	2,529
Wood, manufactured.....	416	1,340	1,125	1,082	4,072	3,354
Paper.....	783	2,052	1,638	1,917	5,586	4,220
Books and printed matter.....	1,457	2,710	2,482	3,737	7,311	7,539
<b>Total.....</b>	<b>3,227</b>	<b>7,635</b>	<b>6,342</b>	<b>8,115</b>	<b>20,670</b>	<b>17,643</b>
<b>Iron and Its Products—</b>						
Iron ore.....	24	27	7	121	229	88
Scrap.....	51	125	631	157	369	2,096
Castings and forgings.....	218	853	887	540	2,466	2,271
Rolling mill products.....	2,058	6,313	6,957	5,430	16,790	19,554
Pipes, tubes and fittings.....	200	849	1,249	483	2,476	3,620
Wire and chain.....	245	804	859	667	2,202	2,578

# **Canadian Imports, by Commodities—Concluded**

Commodity	March			January-March		
	1938	1947	1948	1938	1947	1948
	(Thousands of Dollars)					
<b>Iron—Con.</b>						
Farm implements and machinery....	2,475	8,644	10,548	5,411	22,317	30,463
Hardware and cutlery.....	222	883	769	553	2,466	2,248
Household machinery.....	240	1,147	1,194	589	2,965	3,297
Mining, metallurgical machinery.....	500	609	1,707	1,307	1,591	4,221
Business, printing machinery.....	664	1,840	1,920	1,647	4,762	7,080
Other non-farm machinery.....	3,031	13,085	13,078	7,179	33,250	45,261
Tools.....	240	1,092	943	599	2,934	2,749
Autos, freight and passenger.....	1,575	5,302	1,455	3,352	13,443	2,717
Automobile parts.....	2,487	8,130	7,949	7,130	21,084	25,345
Other vehicles, chiefly iron.....	213	1,265	1,007	400	2,778	2,884
Engines and boilers.....	1,181	3,247	4,420	2,452	8,642	14,425
Cooking and heating apparatus.....	129	1,340	631	256	3,566	2,126
Iron products, other.....	1,737	4,871	4,674	4,288	13,511	14,458
Total.....	17,490	60,424	60,883	42,563	157,841	187,479
<b>Non-Ferrous Metals and Products—</b>						
Aluminium and products.....	392	951	701	958	2,556	1,960
Brass, copper, and products.....	377	1,032	961	952	2,997	2,801
Tin.....	249	987	831	603	1,033	1,177
Precious metals (except gold).....	231	1,080	1,508	868	3,078	3,082
Clocks and watches.....	231	781	303	502	2,002	1,368
Electrical apparatus, n.o.p.....	1,325	6,330	5,202	3,390	16,250	16,007
Non-ferrous products, other.....	1,023	2,551	2,964	2,799	6,695	7,682
Total.....	3,829	13,712	12,469	10,073	34,610	34,078
<b>Non-Metallic Minerals, Products—</b>						
Clay and products.....	818	1,952	2,325	2,042	5,038	6,688
Coal.....	2,982	9,815	12,969	8,517	27,887	38,826
Coal products.....	285	881	1,171	848	2,629	4,393
Glass and glassware.....	600	2,631	2,011	1,492	6,784	5,694
Petroleum, crude.....	1,946	7,375	11,372	4,914	20,881	35,579
Petroleum products, n.o.p.....	863	4,833	5,244	2,321	11,108	15,050
Stone and products.....	502	1,239	942	1,758	3,577	3,045
Non-metallic products, other.....	430	1,475	1,378	1,128	4,098	4,355
Total.....	8,427	30,200	37,412	23,020	82,002	113,630
<b>Chemicals and Allied Products—</b>						
Acids.....	150	273	318	370	805	908
Cellulose products.....	176	530	411	477	1,565	1,133
Drugs and medicines.....	340	1,023	1,291	949	2,997	3,134
Dyeing and tanning materials.....	330	900	843	931	2,367	2,373
Fertilizers.....	193	758	696	327	1,395	1,598
Paints and varnishes.....	304	1,042	1,365	800	2,890	3,752
Inorganic chemicals, n.o.p.....	559	1,045	1,162	1,418	2,757	3,371
Synthetic resins and products.....	76	1,609	1,338	200	4,602	3,913
Chemical products, other.....	849	2,732	2,857	1,928	6,905	8,102
Total.....	2,979	9,912	10,282	7,400	26,285	28,285
<b>Miscellaneous Commodities—</b>						
Films.....	183	219	260	411	644	707
Toys and sporting goods.....	215	626	278	418	1,377	570
Refrigerators and parts.....	229	914	660	375	2,094	1,737
Musical instruments.....	171	445	253	330	1,228	819
Scientific equipment.....	409	1,465	1,562	983	3,877	4,378
Aircraft and parts.....	285	961	501	745	3,056	1,963
Works of art.....	152	144	119	365	448	322
Canadian Tourists' purchases.....	609	994	34	1,162	2,210	102
Parcels of small value.....	477	2,335	543	1,147	6,467	1,900
Wax, mineral and vegetables.....	38	414	182	124	958	582
Miscellaneous consumer goods.....	523	1,210	442	1,219	3,171	1,366
Miscellaneous, other.....	843	1,817	3,445	2,213	4,496	8,621
Canadian goods returned.....	173	410	481	587	1,458	1,565
Non-commercial articles.....	261	756	1,105	711	2,675	3,694
Total.....	4,566	12,710	9,865	10,789	34,159	28,324



# Portuguese Output of Wines and Olive Oil Excellent Last Year

*Despite adverse weather at beginning of year, crops generally most satisfactory in several years—Wine production totalled 1,700,000 barrels and was of superior quality—Olive oil output placed at 900,000 hectolitres—Above-average crops harvested for rye, rice and potatoes — Wheat and corn harvest disappointing.*

By L. S. Glass, Canadian Government Trade Commissioner

(Editor's Note—This is the second in a series of three articles on economic conditions in Portugal during 1947, prepared for *Foreign Trade*. The first appeared in the May 15th issue.)

LISBON, April 6, 1948.—Despite adverse weather conditions at the beginning of 1947, crops, on the whole, were the most satisfactory that Portugal has enjoyed in several years. Production of olive oil and wines was excellent, while above-average crops were harvested for rye, rice and potatoes. Output of wheat and corn was disappointing.

The 1947 production of olive oil is placed at 900,000 hectolitres of very excellent overall quality as compared with the 1932-41 average of 600,000 hectolitres. The Ministry of Economy has indicated the possibility of the removal of rationing of oil as well as other basic commodities. Reserves will be created and maintained, however, to offset the fluctuations in supply and to maintain average quantities and prices throughout both good and bad years.

Wine production was excellent, rendering 1,700,000 barrels of 500 litres each. This is nearly 30 per cent above the 1946 figures, but is slightly below the past ten-year average. The 1947 wine production is considered to be in quality superior to most produced during the ten-year period. Wine has always been a most important item in Portugal's foreign trade. World conditions are being watched with considerable anxiety, as a decline in Portugal's exports of wine will have a severe repercussion on the overall economic picture.

## Considerable Decline in Wheat Production

Perhaps the most disappointing crop for 1947 was that of wheat, when the total production was 3,300,000 quintals as against the 1934-43 average of 4,389,000 quintals. The average consumption during this period was 5,177,000 quintals, which means that Portugal has a deficit of over 1,800,000 quintals to be made up by importation from abroad either in wheat or flour. As a very considerable part of the population of Portugal is dependent for their livelihood upon the milling industry, it is not in the interest of national economy for Portugal to import milled products. She will, therefore, seek to obtain allocations of wheat from exporting countries. In 1946 there were 8,214 establishments milling wheat, including 5,569 water mills, 2,215 windmills and 430 power mills.

The 1947 corn production of 3,300,000 quintals was over 654,000 quintals below the ten-year average and about 480,000 quintals below the average consumption.

The 1,400,000 quintals of rye produced in 1947 is 200,000 quintals above the ten-year average and will, at least in part, compensate for the shortage of corn.

### **Considerable Increase in Rice Production**

Practically an all-time record for rice production, both in quantity and quality, was obtained in 1947 when 800,000 quintals were harvested, which was some 80,000 quintals above the ten-year average. With a local consumption of about 524,000 quintals, a very satisfactory surplus is available.

The 1947 production of table potatoes, totalling 9,300,000 quintals, was about 400,000 quintals above the average. Portugal is traditionally self-supporting as regards potatoes, and it is only occasionally, when very bad crop years occur, that imports are necessary. There is a small regular business done in seed potatoes which is on the decline, as Portugal is now producing seed potatoes of excellent quality.

Other important crops are beans, oats and barley, which have produced normal or near to normal crops.

### **Development of Hydro Power Will Aid Industrialization**

With the encouragement and assistance of the government, some rather important developments are taking place in the industrial life of Portugal. One of the greatest deterrents to industrialization has been the complete lack of cheap power. Portugal has considerable reserves of coal, but unfortunately they are, for the most part, inaccessible to cheap transport and Portugal has been forced to rely upon imported coal. Now, however, with the development of Portugal's latent hydro-power, a new stage of industrialization is being entered. Already abundant and cheap electric power is available in the Oporto district and the Lisbon area will be served in the near future.

Resulting from this, a number of new industries have been and will be created. These include two plants for the production of nitrogenous fertilizers, one of which employs a chemical process and the second, with a rated capacity of 50,000 tons, extracts nitrogen from the air; the installation of a plant for the production of cyanamide; and a black-sheet and tin-plate mill, and a steel-tube drawing mill. Plant is also being installed which will be capable of consuming the whole of the present available supply of scrap steel and iron for the production of wire of various qualities, including rail drawing wire. Electric furnaces are being installed for the production of special alloy steels. In the secondary industries, plant is being installed for the manufacture of sewing-machines and electric meters. In the textile field, linen weaving is being revived with the installation of power looms. Bids are now being requested for the supply of equipment and machinery for a pulp mill which, when in operation, will be capable of supplying the major part of Portugal's requirements of sulphate pulp. Portuguese industry has, in the past, concentrated mainly on the production of the staple consumer goods requirements of the country and became more or less self-supporting in this regard. With this new movement, Portugal will become, to a great extent at least, independent as regards basic necessities for her most important basic industries such as fishing and agriculture, including the wine trade.

### **Harbour Facilities Being Improved**

Undoubtedly from the point of view of international trade the most important single item is the work in progress for enlarging and modernizing the port facilities of Lisbon and Leixões (Oporto) harbours. For this important work, which has been in progress already for two years approximately, the sum of \$5,000,000 has been budgeted for 1948 expenditure. Under the Ministry of Public Works, the Department of Buildings and National Monuments has budgeted for \$11,250,000, of which \$3,250,000 is



destined for the construction of "casas economicas". This forms part of a far-reaching housing plan, which has already been in execution for some years to provide adequate homes for the low-income section of the population. In Lisbon alone there have been or are under construction homes for nearly 20,000 families. The remainder of this budget is intended for building various edifices for the state and for the maintenance of national monuments.

## Process for Making High-Tenacity Rayon Developed in Bizonia

*Rubber tire manufacturers will save an estimated \$1,500,000 in imports—Current production capacity of 500 tons slightly less than requirements—Process developed by German firms, assisted by United States technicians.*

FRANKFURT, March 31, 1948.—(FTS)—Development of a process for manufacturing high-tenacity rayon from beechwood pulp will save the Combined Zones rubber tire industry approximately one and a half million dollars in imports this year. This rayon, used as fibre in rubber tires, has undergone extensive mechanical and road tests during the past year and has been found superior to conventional cotton thread used at present by German tire manufacturers in the Combined Zones. The pulp is produced by the Waldhof Fabrik at Kostheim, near Wiesbaden, and at Mannheim, while the rayon is spun at the Glanzstoff Fabrik in Obernburg.

High-alpha content pulp for bizonal industrial requirements has been imported into Germany at high world market prices, but indigenous production of the beech pulp under the special refining process will cut these imports sharply. Imported pulp costs approximately \$250 per ton, while beech pulp can be manufactured in Germany for 950 reichmarks per ton.

### Current Production Capacity 500 Tons

Present production capacity in the Combined Zones is about 500 tons of the new pulp monthly, slightly less than requirements for the 1948 tire production goal, which is 120,000 tires monthly by mid-summer.

Experiments toward producing high-tenacity rayon from beechwood were started over a year ago by German firms, with the help of United States technicians, in an effort to find a good indigenous substitute for cotton thread used in rubber tires. The final product was turned over to Combined Zones tire firms in February, 1947, for testing.

### Previous Efforts to Develop Process Unsuccessful

Prewar and wartime experiments were carried on in Germany in order to develop this process but they were never successful, and the idea was abandoned. The United States has produced a similar high-tenacity rayon from certain species of spruce and pine for the last ten years, but Germany lacked sufficient quantities of these species and had to rely on beechwood. However, Germany had gone far in producing a staple fibre from beech, which was used in cloth as a substitute for cotton and wool. The difference in manufacture between the staple fibre and the long continuous high-tenacity thread consists in the washing out of impurities from the latter during the pulp-making process.

Coal required for such production is not excessive, and valuable by-products, such as yeast and alcohol, are obtained from the pulp.

# Civil Aviation in Australia Has Made Considerable Progress

*Increase in mileage flown, passengers carried and weight of goods carried in year ended June 30, 1947—Gross weight of mails carried decreased—Total revenue of railways lower—Commonwealth Government took over management of its own merchant fleet—Registrations of motor cars and commercial vehicles increased.*

By C. M. Croft, Commercial Counsellor for Canada

(Editor's Note—This is the last in a series of four articles on economic conditions in Australia during 1947, prepared for *Foreign Trade*. The others appeared in the May 1st, May 8th and May 15th issues.)

**S**YDNEY, February 18, 1948.—Australia is a country which lends itself to aviation and, as indicated by statistics, considerable progress has been made in this field. During the year ended June 30, 1947, 24,485,000 miles were flown on internal services and 6,154,000 on oversea services, as against a combined mileage of 21,538,000 in 1945-46, exclusive of the Trans-Tasman Service to New Zealand. In 1946-47 there were 871,471 passengers carried within Australia and 34,324 on oversea services, the total for the previous year being 522,157, again excluding the Trans-Tasman service, as do all succeeding figures for the year ended June 30, 1946. The weight of goods carried both internally and externally in the year under review totalled 26,297,000 pounds (10,260,000 pounds in 1945-46). On the other hand, the gross weight of mails carried fell to 1,569,000 pounds from 1,773,000 in the preceding year. There were 323 registered aircraft owners as at June 30, 1947 (182 in 1945-46) with 643 registered aircraft (349 in 1945-46). Licensed private pilots totalled 501 (320) while there were 1,371 commercial pilots at June 30, 1947 (1,019). At the same date there were 125 (96) government, 237 (230) public and 59 (73) emergency aerodromes. Australia has few accidents associated with civil aviation, and in the year ended June, 1947, there were 16 persons killed (44 in 1945-46) 2 missing and 20 injured (1 in the previous year).

## Revenue of Railways Decreased in Past Year

During the year ended June, 1947, there were 27,111 miles of railway open in the Commonwealth as compared with 27,213 miles for each of the preceding three years. These figures exclude 705 miles of privately owned railways. The total revenue for the year was £A65,202,000, comprising £A25,804,000 for the carriage of passengers, mails, parcels, etc., £A35,641,000 for the carriage of goods, and £A3,757,000 from miscellaneous revenue. Corresponding figures for the year ended June, 1946, were £A70,176,000, £A28,808,000, £A34,952,000 and £A6,416,000 respectively. Expenditure in 1946-47 amounted to £A60,615,000 as against £A59,736,000 in the previous year. The number of train miles run in the twelve months under review was 85,508,000 (86,656,000 in the year 1945-46), the earnings per train mile being 15s. 3d. (16s. 2d) and the expenditure per train mile, 14s. 2d. (13s. 9d.). There were 503,007,000 passenger journeys (545,756,000) and 37,470,000 tons of freight were carried (36,726,000 in 1945-46).





**Australia—Sydney and its fine harbour bridge, to the right of which are the terminal docks for large ocean liners. The business section of this city of 1,400,000 rises beyond the bridge, with a large area of parkland, behind which are the southern suburbs.**

#### **Most Australian-registered Vessels Now Returned to Owners**

By September 30, 1947, most of the Australian-registered vessels, which had been requisitioned during the war, had been returned to their owners. At the same time the Commonwealth Government took over the management of its own fleet. For the time being, however, private shipping companies will act as operating agents, with preparation of itineraries and arrangements for loading and working of the government-owned vessels in the hands of the Director of Shipping. As at June 30, 1947, there were 170 vessels of 547,995 deadweight tons engaged in interstate and intra-state shipping. Of these totals, 44 vessels, representing 295,698 deadweight tons, were of 5,000 tons or more. The Commonwealth Government on June 30, 1947, owned vessels totalling 136,179 tons deadweight.

During the year ended June 30, 1947, 4,165,000 tons weight and 1,400,000 tons measurement of cargo were discharged from overseas vessels while during the same period 3,098,000 tons weight and 1,353,000 tons measurement were shipped. Corresponding figures for the preceding year were 4,600,000 tons weight and 1,649,000 tons measurement discharged, and 2,462,000 tons weight and 1,470,000 tons measurement discharged. In the last prewar year, 1938-39, there were 4,208,000 tons weight and 2,191,000 tons measurement discharged, and 5,138,000 tons weight and 1,093,000 tons measurement of cargo shipped overseas.

#### **Registrations of Motor Cars and Commercial Vehicles Increased**

Preliminary figures covering the registration of motor vehicles show that at the end of November, 1947, there were 565,091 motor cars registered as compared with 532,692 for November, 1946, and 562,271 as at June 30, 1939. Corresponding figures for commercial vehicles were 392,018, 354,674 and 258,025 respectively. New motor car registrations during the year ended June 30, 1947, totalled 21,237. While this was the highest figure since the war, it was considerably below that for 1938-39 when it

was 54,107. Registrations of new cars for November, 1947, were 3,210 as against 2,031 for November, 1946. Similarly, with regard to commercial vehicles, the registration of new vehicles at 16,317 for 1946-47 was considerably below that of 24,927 for 1938-39; new registrations in November, 1947, were 2,496 as compared with 1,301 for November, 1946. There is a very large pent-up demand for motor vehicles of all types, but limited supplies from overseas, coupled with shortages of materials and labour with which to assemble the vehicle and build the bodies in Australia, have prevented the demand from being met.

#### **Australia Continued to Make Progress in Economic Development**

From the foregoing it will be clear that Australia has continued to make satisfactory progress in her economic development. Primary production was on a high level, while industrial development was hampered only by shortages of men and materials and by industrial disputes. The value of her overseas trade was on a high level, amounting in 1946-47 to £68 16s. 2d. per head of population, of which £40 18s. 0d. represented exports and £27 18s. 2d. imports. While some increases were noted in prices, the cost of living generally was held at a low level in comparison with many other countries. Housing still presents a difficult problem, with acute shortages, particularly in metropolitan areas. The population is expanding at a reasonable rate, the preliminary count for the census of June 30, 1947, showing 7,580,820 persons as compared with 6,629,839 as at June 30, 1933, the last census. The birth rate per 1,000 of mean population for the first six months of 1947 was 24.88 while the death rate was 8.96.

The future appears bright for Australia. Although her economy is basically agricultural, she has many industries which have been developed on sound lines. Like Canada, she depends to a great degree on overseas trade and, given reasonable trading conditions, Australia will continue to make rapid progress.

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#### **Bolivia Plans International Fair at La Paz**

Canadian manufacturers and other producers have been invited to attend an International Fair and Exposition at La Paz, Bolivia, commencing on October 20, 1948. The Government of Bolivia will admit samples to be placed on display duty free, though they will be subject to warehouse charges, transportation costs and a statistics tax. The railways will provide a 50 per cent discount on passenger fares and freight charges for foreign exhibitors and products to be placed on exhibition.

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#### **Trinidad's Rubber Production Ends**

Port of Spain, May 7, 1948.—(FTS)—Trinidad's rubber production has virtually ceased, according to an announcement made by the Department of Agriculture. It was said to be uneconomical to produce at the present world prices, estimated at 20 cents (U.S.) per pound.

Peak production, 500,000 pounds, was reached in 1946 under an agreement with the United States Government, through the agency of the Rubber Development Corporation, which expired on June 30, 1947. In 1946, actual export was 529,375 pounds, valued at \$369,964. Under the agreement, the price was 48 cents (U.S.) per pound. Production in 1947 was limited to six months when export was 324,879 pounds, valued at \$221,296.



# Canadian Exhibit at British Industries Fair Aroused Considerable Interest

*Trade commissioners in attendance received many inquiries from buyers representing many countries, and provided information for manufacturers seeking a market for their products in Canada.*

**L**ONDON, May 10, 1948.—(FTS)—Many trade inquiries have already been received by Canadian officials attending the British Industries Fair, where the exhibit entered by Canada is the outstanding feature of the British Commonwealth and Empire Court. It occupies 1,100 square feet of floor space, and the unusual technique employed has aroused much interest. The revolving tree of abundance, rising from the palm of a large aluminum hand, attracted considerable attention, while the illuminated map captured the enthusiasm of many visitors, who pressed the buttons that enabled them to discover at a glance where the products on display in other parts of the exhibit originated.

Interest was displayed in the pulp and paper section, which presented the story of timber and its conversion into newsprint that covered the world. Designers devoted much attention to the Canadian exhibit last year and various features were reproduced at other shows throughout Great Britain. Many visitors appreciated the office provided for the convenience of trade commissioners in attendance, for they were enabled to discuss their various problems in relative comfort.

## **Inquiries Made by Buyers of Many Countries**

Representatives and buyers of many countries made inquiries, some indication of which is as follows:

Northern India was interested in Canadian foodstuffs.

Sweden was interested in Canadian 16 mm. films.

Turkey was interested in foodstuffs.

Holland was interested in sandpaper, waterproof paper, blue emery cloth, etc.

Czechoslovakia was anxious to establish connections with Canadian manufacturers of machine tools.

Belgium was particularly interested in Canadian furs, and in aluminumware.

Eire was interested in the possibilities of exporting hammers, axes, spades and shovels to Canada.

Malta was interested in the possibility of selling lace to Canada.

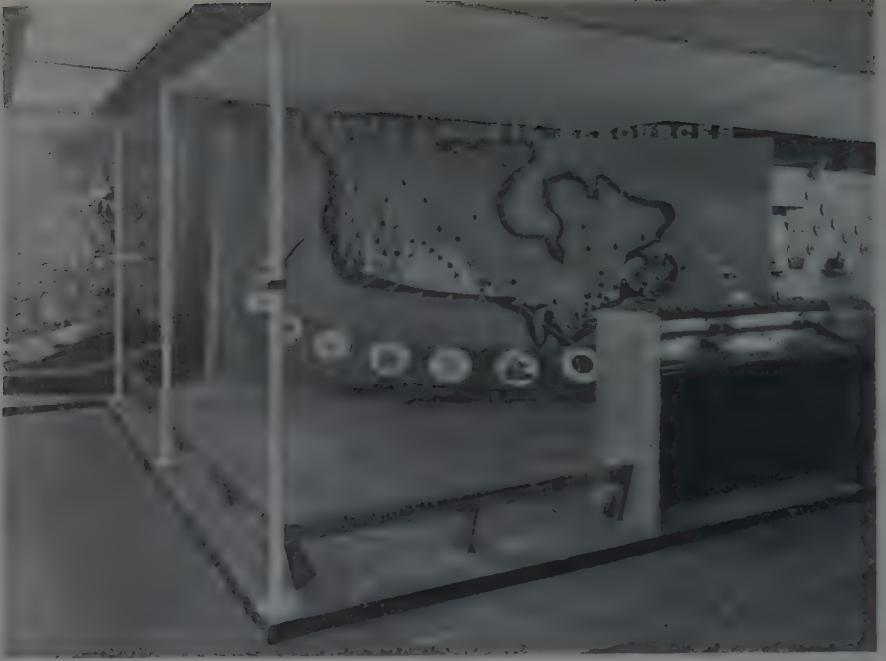
Singapore was interested in the purchase of hardwood and softwood from Canada.

Greece was interested in the purchase of pipe fittings.

Switzerland was interested in fancy, glazed, enamelled and cover papers produced in Canada.

United States was interested in Canadian leather goods.

Great Britain was interested in a wide variety of goods, of which the following is a representative selection: plastic material, asbestos, fertilizer, wood-working machinery, long staple asbestos fibre, phenol formaldehyde, Christmas crackers, clothes pins and foodstuffs. Information was also sought on the subject of exports to Canada of many items, such as decorative tiles, leatherette, leather bags, Welsh tweeds and other textiles.



Push buttons, on stand in foreground, illuminate symbols portraying Canada's productive capacity on map beyond.

## CANADIAN EXHIBIT AT

Their Majesties the King and Queen, Queen Mary, Princess Margaret, the Princess Royal and the Duchess of Kent showed much interest in this exhibit at the British Industries Fair.







Canadian wheat, such as Apex, Renown, Reward, Saunders and Thatcher, is displayed at the British Industries Fair.

## THE BRITISH INDUSTRIES FAIR

Products of Canada's fisheries, forests, factories, mines, dairy and poultry farms, fields and orchards, and meat packing plants are illustrated in a variety of ways.



# Malayan Trade Materially Higher Than Prewar Level Last Year

*Amounted to S\$2,662,768,000 during 1947, as compared with S\$1,403,600,000 in 1937—Slight unfavourable balance due mainly to the repletion of stocks of consumer goods, the replacement of looted or damaged industrial equipment and, in general, a typical postwar temporary increase in demand.*

**By Paul Sykes, Canadian Government Trade Commissioner**

(Editor's Note—This is the first of two articles on the Federation of Malaya and Singapore, prepared for *Foreign Trade*. The import control situation will be summarized next week. For the purpose of these reports, the term "Malaya" is used to describe Singapore and the Federation of Malaya. The two colonies maintain a central statistical office in Singapore. One straits dollar equals \$0.4701 Canadian.)

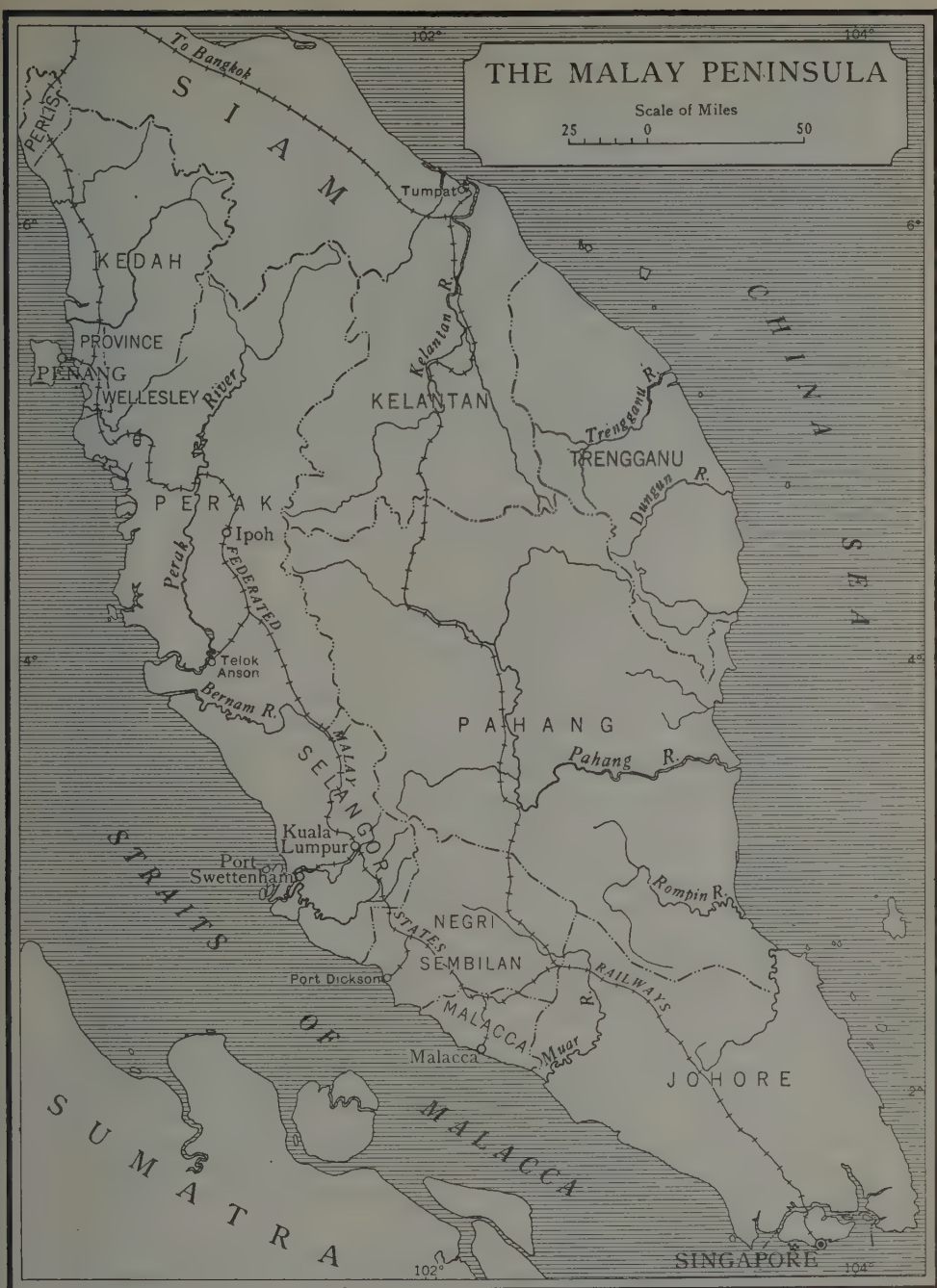
SINGAPORE, April 2, 1948.—Malaya's trade amounted to S\$2,662,768,000, during 1947, which, when compared with S\$1,403,600,000 in 1937, graphically illustrates the extent of trade recovery. Imports, valued at S\$1,367,577,000, and exports, totalling S\$1,295,191,000, showed a substantial and encouraging increase over those of 1937, which were S\$698,500,000 and S\$705,100,000 respectively.

It must be taken into account, of course, that unit prices for both imports and exports have appreciated greatly during the past ten years and, as no record of such trend is available, a comparison of the physical volume of the trade in the two periods is impossible. The mere appreciation in values is nevertheless significant, particularly in view of the difficulties experienced in the rehabilitation of the tin and rubber industries and the obstacles encountered in reviving transshipment trade from the Netherlands East Indies and other adjacent areas, which has traditionally been based on Singapore.

Imports and exports during 1947 show a slightly unfavourable balance, due mainly to the repletion of stocks of consumer goods, the replacement of looted or damaged industrial equipment and, in general, a typical postwar temporary increase in demand. Exports have been limited by rehabilitation problems. It may be confidently expected, however, that the current year's trade will show a reversion to the prewar position, where exports were generally well in excess of purchases from abroad.

The data on which this report is based show an interesting comparison between the respective roles of the port of Singapore and those of the Federation of Malaya (Penang, Port Swettenham and several minor ports) in so far as their control of import and export trade is concerned. Singapore, for example, is credited with a value for imports of S\$1,045,897,000, or slightly over 75 per cent of the total for the whole of Malaya. In the case of exports, on the other hand, Singapore held no more than 62.5 per cent of the trade. The superior position of Penang and other ports on the western coast of the peninsula is due to their capacity to handle shipments of tin and, in some circumstances, of rubber. This factor is not necessarily a permanent feature of the country's export business, as the tin trade is at present in a disturbed condition and Singapore may eventually emerge as a larger tin export centre than Penang.





*Prepared at the office of the Surveyor General, Ottawa*

### **Singapore is Important Transhipment Port**

Statistics of Malaya's foreign trade by countries of origin and destination reveal, in the first place, the predominant position of Singapore as a transhipment port. A great part of the cargoes handled in Singapore originate from or are destined to the British and Dutch territories in Borneo, Java, Sumatra, Siam, Burma and other adjacent territories. These



**Singapore—Inner harbour, indicating the roadstead for ocean-going vessels and Clifford Pier. Malayan trade increased from S\$1,403,600,000 in 1937 to S\$2,662,768,000 during 1947.**

areas depend on local facilities for the collection, grading and further preparation of exports and the financing and supply of imports. They show also the distinctly British character of the trade, which is based to a very considerable extent on the United Kingdom, Australia, Hong Kong, Sarawak, India and Canada. The large values of imports from and exports to the United States are also worthy of note, and the latter figure characterizes Malaya as one of the most prolific dollar-earners in the sterling area. The figures for China (imports, S\$122,103,000; exports, S\$8,379,000) appear inconsistent but are indicative of the demand for many typical Chinese goods on the part of the large numbers of Chinese who live in Malaya and, apart from trade controls in China, the comparatively small demand in that country for any of Malaya's principal products.

It is impossible to provide a detailed analysis of Canadian-Malayan trade in 1947 to coincide with local statistical returns, which show imports from Canada amounting to S\$19,603,000 and exports to Canada of S\$44,671,000. At least it can be said that the balance in favour of Malaya is a typical one and on various past occasions it has been even more marked. Imports of Canadian goods have comprised: motor vehicles, parts and accessories, tires and tubes, newsprint paper, flour, whisky, beer, canned and frozen fish, canned fruits and vegetables, rolled oats and other cereals, a variety of electric equipment, paints, milk foods, machinery, aluminum in various forms and numerous other items. The export trade to Canada, on the other hand, has been of very restricted variety. It has been made up principally of rubber and tin. The only other items in it have been some small occasional shipments of sago, gums, pepper and other odd types of local produce. Were it not for the stringency of import and exchange control regulations, Canadian exports to Malaya would have been much greater than they were in both variety and extent. Malaya's exports to Canada, on the other hand, still await the accession of the traditional prewar business in canned pineapple which, it is hoped, may be resumed fairly shortly.

The following table gives the values of Malaya's imports from and exports to principal countries for the calendar year 1947. The table makes no reference to countries whose imports or exports were less than S\$10,000,000.



## Foreign Trade of Malaya, by Principal Countries

Imports '000		Exports '000	
United Kingdom .....	S\$ 264,490	United States .....	S\$ 438,862
N. I. Sumatra .....	179,866	United Kingdom .....	208,163
United States .....	138,036	N. I. Sumatra .....	69,374
China .....	122,103	India .....	51,104
Siam .....	116,637	Hong Kong .....	48,887
Australia .....	84,866	Canada .....	44,671
Hong Kong .....	59,919	France .....	38,050
Sarawak .....	49,278	Australia .....	37,710
India .....	37,456	Russia .....	28,438
Burma .....	32,013	Argentina .....	27,626
N. I. Riouw Res'y .....	27,652	Sarawak .....	25,142
N. I. Java .....	25,364	Italy .....	24,378
N. I. Borneo .....	19,661	N. I. Java .....	24,003
Canada .....	19,603	Belgium .....	17,939
Belgium .....	19,345	Siam .....	15,294
Netherlands .....	15,494	Netherlands .....	14,368
Iran .....	13,416	R. I. Riouw Res'y .....	13,887
Italy .....	12,857	Japan .....	13,574
France .....	11,991	Germany .....	13,067
French Indo-China .....	10,593	South Africa .....	12,279
North Borneo .....	8,972	Sweden .....	11,751
Japan .....	6,626	N. I. Borneo .....	10,494
South Africa .....	4,670	North Borneo .....	10,185
Sweden .....	3,031	Burma .....	8,460
Russia .....	563	China .....	8,379
Argentina .....	35	French Indo-China .....	3,059
Germany .....	23	Iran .....	980
Other .....	83,017	Other .....	75,067
Total .....	S\$1,367,577	Total .....	S\$1,295,191

## New Italian Decree Encourages and Facilitates Capital Investment

*Original funds as well as interest, dividends or profits may be repatriated—Investments may include machinery or industrial plant.*

**By J. P. Manion, Commercial Secretary, Canadian Legation**

**R**OME, April 20, 1948.—Investment of foreign capital in Italy is encouraged and facilitated by a government decree of April 6, 1948, permitting the re-exportation of both capital and accrued interest. Any foreign or Italian citizen living abroad who invests capital in Italy after the effective date of the decree, the date of publication, will be permitted to re-export such foreign exchange under the following conditions:

- (a) Interest, dividends or other profits may be exported annually at a rate which can be not greater than 1 per cent higher than the legal interest rate of the Bank of Italy.
- (b) Capital deriving from the winding up of a venture or in other ways may be reconverted into foreign currency not less than two years after the investment was made, in amounts equal to not more than 50 per cent of the capital in any one year.

Investments, as indicated above, need not be entirely in the form of foreign exchange; half the investment may be in the form of machines or industrial plant imported from a foreign country, subject to import authorization. In the latter case, capital corresponding to the value of the machines may not be re-exported until five years have elapsed.

# Industrial Inquiries

Firms in foreign countries consider Canada as a possible market for their products, some of which may be manufactured here for domestic consumption and for export. The following inquiries have been received by the Industrial Development Division, Foreign Trade Service, which is in a position to furnish information concerning the company concerned and its product. In submitting requests for further details, the file number should be quoted:

**Refrigeration Installations**—A British firm of insulation contractors, which has perfected a new system of construction for insulation in ships and cold storage, desires to contact Canadian firms to arrange for the use of this system on a royalty or other basis. (File 5-1028.)

**Machinery for Fish and Meat Packing Industry**—A Norwegian firm presently producing a wide range of fish and meat canning machinery, desires to contact a Canadian manufacturer with the object of producing this machinery in Canada under licence or royalty arrangements. It is tentatively described as hand-power, full-automatic and semi-automatic type, and includes frying machines, forming machines, fish-boning equipment, fishball cookers, etc. (File 5-1032.)

**Tanning Industry**—A Hungarian refugee, now resident in France, desires to contact a Canadian firm with the object of producing in Canada numerous machines for use in the tanning industry. This refugee once operated a plant in Hungary, where approximately sixty types of tanning apparatus were invented and produced by him. At that time, he exported to Germany and the Balkans. He is now prepared to submit his designs to any interested Canadian firm, and suggests that two or three skilled Hungarian workers, and possibly himself, could be made available for transfer to Canada to assist in the production of this machinery. (File 28860.)

**Knife Sharpener**—A United States firm, which has patented and is now producing a new type of household knife sharpener, desires to contact a Canadian manufacturer with the object of having this item produced and distributed in Canada under royalty or licence arrangements. (File 5-1095.)

**Straw Wool Building Slabs**—A British inventor and producer of building slabs desires to contact a Canadian firm with the object of negotiating for the use of his system under royalty or licence arrangements for the production of a new type of building slab manufactured principally from straw, chemical and cement. (File 5-1045.)

**The "Cyclope", a Toy**—A French inventor has patented and is producing a toy known as a "Cyclope", which he desires to have produced in Canada under licence or royalty arrangements. Our description of this item is as follows:

"The 'Cyclope' is an optical apparatus instantaneously producing decorative and moveable compositions in colour and in relief, or fixed compositions from printed drawings or photographs." (File 5-1098.)

**Pillow Service for Bus Lines**—A United States concern which supplies pillows and service to major United States bus companies, for the convenience and comfort of passengers on long trips, desires to interest a Canadian firm or individual in initiating their system and service in Canada on a royalty or licence basis. It is proposed that this service encompass all of the major bus lines in Canada who operate on long distance schedule. This would involve the purchase and rental of pillows: the servicing of buses at major terminals, the laundering and upkeep of pillows, etc. (File 25348.)

**Miniature Camera**—A British firm desires to interest a Canadian manufacturer in the production and distribution of a new type miniature camera, under royalty or licence arrangements. Our description of this item is as follows:

*Size:* Smaller than a match box and quite the smallest made.

*Compactness:* All the essentials of a large camera condensed.

*Performance:* 200 MM snaps of exceptional clarity capable of enlargement into beautiful pictures.

*Strength:* Solid metal construction throughout. No plastic used.

*Scientific Instrument:* Perfected after months of research. Shutter speed 1/25th second. Lens F.11 Meniscus. Collapsible View Finder.

*Films:* Specially designed No. 20 Roll Film. (Seven exposures). This camera can be carried in the vest pocket, handbag, or concealed in the hand. Its present export price is 6s. 6d. f.o.b. United Kingdom ports. (File 5-446.)



**Three Dimensional Camera**—A French firm has invented what is termed a new type Three Dimensional Camera, which they offer for production and sale in Canada under licence or royalty arrangements. (File 29968.)

**Toy Film Projector**—A French inventor and producer has perfected a toy film projector for 8 mm. films, which he desires to have produced in Canada on a licence or royalty basis. We are advised that the cost of this projector in France is about \$6.70, also, that present patents cover a series of systems of operation which are collapsible to a wide range of projectors. (File 23053.)

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### **Bulgarian Trade to be Handled by Government Agencies**

Rome, April 3, 1948.—(FTS)—Bulgarian foreign trade is hereafter to be carried out through the medium of certain national enterprises which will be in control of various sectors of the economy, it was learned from Italian diplomatic sources in Bulgaria.

As it is probable that this information has not yet reached Canada through other channels, the following list of state enterprises is being published in order to provide a guide to Canadian exporters or importers wishing to get into direct contact with governmental agencies in that country.

Exporten Otdel—Sofia, Bul. Stalin 9.

Export cereals, vegetables, oil seeds, drugs, forage, opium, etc.

Darjaven Tiutiuney Monopol—Sofia, Bul. Al. Stamboliiski 18.

Export raw tobacco, tobacco leaves and manufactured tobacco.

Spiriten Monopol—Sofia, Ul. Lavele 19.

Export alcohol, wines and other alcoholic beverages.

Bulgarosexport—Sofia, Ul. Ivan Vazov 3.

Export rose oil, rose essence, mint oil, lavender oil, etc.

Bulgarrudexport—Sofia, Bul. Tolbuchin 48.

Export coal, anthracite, lead minerals, zinc, copper, iron, pyrites, chrome, manganese, lead concentrates, kaolin, clay concentrates.

Bulgarplodulexport—Sofia, Ul. Lavale 19.

Export grapes, fresh fruits and dry fruits, wines and alcoholic drinks.

Bulgarindustrialexport—Sofia, Ul. Serdica 13.

Export handicraft and home-made products, glass and wooden ware, paper and chemical products.

Jaizentrala—Sofia, Ul. Alabin 56.

Export eggs, poultry.

Kojezentrala—Sofia, Ul. Gladston 46.

Export raw skins.

Zentralen Cooperative Sajuz—Sofia, Ul. Dencoglu 26.

Export grapes, fruits and vegetables (fresh and preserved), wines and other alcoholic beverages.

Metalimport—Sofia, Ul. Lavele 19.

Import metalware, machines, mechanical apparatus, industrial plants and other requirements for industrial use, for construction, transport and agriculture.

Himimport—Sofia, Ul. Solun 2.

Import chemical products for industry (Caustic soda, aniline colours, varnishes, etc.), fertilizers, insecticides, fungicides, and other plant and animal disinfectants.

Darjavno Aptechno Predprijatie—Sofia, Ul. Sveta Nedelja 5.

Import pharmaceutical products and medicines. Export medicinal plants, herbs, roots, leaves, etc.

Industrialimport—Sofia, Ul. Zar Kalojan 21.

Import cotton, wool, flax, hemp, raw skins, raw rubber.

Bnosna Petrolna Zentralia—Sofia, Ul. Schischman 10.

Import petrol products.

In many cases it might be preferable for interested Canadian firms to address their inquiries through the Commercial Secretary, Canadian Legation, Rome, in order that prompt follow-up correspondence may provide information which might not be divulged through private channels.

## Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of *Foreign Trade* in which it was shown should be supplied.

86. **Egypt**—Robert Bostrom, 38 Constitution Street, Leith, Edinburgh 6, Scotland, one of the principal fish and general merchants of Leith, who normally does a considerable export business in fish, has received an inquiry from an Egyptian firm interested in obtaining supplies of Canadian fish, namely codfish and herring. File: 25101.

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### B. C. Butler Assumes Additional Responsibilities

Bertram Charles Butler, Director of the Trade Publicity Division, Foreign Trade Service, has been appointed Associate Director of the Canadian Government Travel Bureau, the functions of which are closely connected with those of trade and commerce in securing additional United States dollars and in solving some of Canada's balance of international payments problems.

Mr. Butler will retain his directorship of the Publicity Division, but will be associated with D. Leo Dolan, who has been director of the Canadian Government Travel Bureau since 1934. The new appointment recognizes the increasing importance of tourist promotion to this country, and will lighten somewhat the heavy administrative burdens presently being carried by Mr. Dolan. He will continue to direct activities of the bureau, but will be enabled to devote more time to the promotional phase of its work, which involves many thousand miles of travel every year. Mr. Butler will be concerned principally with administration and planning, in an effort to secure even closer integration of the operations of federal, provincial, municipal and private organizations in the development of tourist travel.

Mr. Butler was born in Hamilton, Ont., where he attended public schools and the Hamilton Collegiate Institute. He graduated in Arts from Queen's University in 1927, and received a Bachelor of Commerce degree the following year. He was employed by the Bell Telephone Company of Canada before joining the Canadian Trade Commissioner Service in 1929. Mr. Butler was posted to Batavia, Java, in January, 1930, as assistant trade commissioner, later becoming acting trade commissioner in that country. He was transferred to Singapore in February, 1934, and promoted trade commissioner in 1937. After three years in Los Angeles, from 1939 to 1942, Mr. Butler returned to Ottawa to become director of the export section, Shipping Priorities Committee. He was appointed Canadian Consul and Trade Commissioner in New York City in September, 1944, and named Director of the Trade Publicity Division, of the Foreign Trade Service, in June, 1945.

### "Canada Produces"

Copies of this 48-page brochure, prepared for distribution at the British Industries Fair, in London, may be obtained on application to the King's Printer, Government Printing Bureau, Ottawa, for 25 cents each.

## Trade Commissioners on Tour

**C**ANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following trade associations in the areas concerned:

**Ottawa—Foreign Trade Service, Department of Trade and Commerce**

**Amherst—Board of Trade**

**Charlottetown—Board of Trade**

**Fredericton—Chamber of Commerce**

**Halifax—Board of Trade**

**Kentville—Board of Trade**

**Moncton—Board of Trade**

**Montreal—Montreal Board of Trade**

**Quebec City—Board of Trade**

**Sackville—Board of Trade**

**Saint John—Board of Trade**

**St. Stephen—Board of Trade**

**Truro—Board of Trade**

**Wolfville—Chamber of Commerce**



J. C. Britton, Commercial Secretary for Canada in St. John's, Newfoundland, for the last five years, will commence in Halifax today a tour of Eastern Canada, during which he will discuss with businessmen the development of trade between this country and Newfoundland.

**J. C. Britton**

**Halifax—May 22-27**

**Truro—May 28**

**Kentville, Wolfville, Bridgewater, Bass**

**River, Canning, Falmouth—May 29-31**

**Amherst—June 1**

**Sackville—June 2**

**Moncton—June 3**

**Charlottetown—June 4-5**

**Fredericton—June 7**

**Saint John—June 8-9**

**St. Stephen—June 10**

**Grand Falls—June 12**

**Quebec City—June 14-15**

**Montreal—June 21-July 3**

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### Trinidad Search Party Seeking New Type of Banana

Port of Spain, May 7, 1948.—(FTS)—Search is being made for a type of banana immune to the Panama disease to replace the present standard product, the gros michele variety. The Imperial College of Tropical Agriculture is sending a search party to South-East Asia at the end of the year to search for a disease-immune banana. An attempt will be made to combine the resistance to disease of the wild banana, which is a genetic factor, with the absence of seed and other qualities which go to make a good edible banana. The expedition will visit Assam, Burma, Siam and Malaya.



# Trade and Tariff Regulations

## **Jamaica Rules That Value of Import Licences is Final**

Kingston, May 3, 1948.—(FTS)—The competent authority has issued a notice to importers that the dollar value of import licences for shipments to Jamaica is final and no additional funds will be granted in any circumstances. In all cases, where necessary, the quantity of goods ordered should be reduced to keep the c.i.f. value of the shipments within the limits of licences.

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## **Shipments to Portugal Lacking Import Permit Liable to Entry Refusal**

Lisbon, May 4, 1948.—(FTS)—It has been previously pointed out to Canadian exporters that the exchange situation in Portugal has deteriorated greatly; a system of import licensing has been adopted; and that exporters would be well advised to insist on an irrevocable letter of credit before shipment is effected, or at least until, in the case of well-known reliable agents or customers, assurance has been received that the import licence has been granted. Despite these warnings shipments have been made without previous licence and in such cases they are liable to be refused admission into Portugal and the exporter will have to reship them at his own expense.

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## **Venezuela to Review all Registered Pharmaceutical Specialties**

Caracas, May 4, 1948.—(FTS)—Although the Venezuelan Government has recently announced that it is planning to review all pharmaceutical specialties which have been registered in Venezuela, there have been no basic changes in the regulations contained in a decree of March 15, 1943, which is amplified by an instruction of December 3, 1946, issued by the Examining Board of Pharmaceutical Specialties.

Application for registration of pharmaceutical specialties must be made to the Ministry of Health and Social Assistance and must be accompanied by a statement giving particulars of the product, three samples, copies of labels and prospectuses and, in the case of imported specialties, proof of approval of the product in the country of origin. A valid power of attorney given by the proprietor, authorizing registration of the product, must be submitted to and legalized by a Venezuelan consul in the country of origin. It must either be in Spanish or have a Spanish translation attached.

Full details of the regulations are on file in the Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce, Ottawa, to whom interested Canadian exporters may apply for a copy.

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## ***Modus Vivendi* Between Canada and Venezuela Renewed**

The commercial *modus vivendi* between Canada and Venezuela, signed at Caracas on March 28, 1941, for one year and renewed annually since then, has again been renewed for a further period of one year, until April 9, 1949. This agreement provides for exchange of most-favoured-nation treatment with respect to customs duties, the granting of foreign exchange for commercial transactions and the allocation of quotas for the quantitative control of imports. Excluded from most-favoured-nation treatment are concessions granted by either party to contiguous countries or resulting from a customs union in which either country may take part.



## Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

### Departures from Montreal

\*Calls at Halifax about four days later .

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Aden—</b> .....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
<b>Africa-East—</b>			
Lourenço Marques...	May 26-June 8	<i>Chandler</i>	Elder Dempster
Lourenço Marques...	June 11-23	<i>Cambray</i>	Elder Dempster
Lourenço Marques...	June 20-22	<i>Westminster County</i>	March Shipping
Lourenço Marques...	June 26-July 9	<i>New Texas</i>	Elder Dempster
Lourenço Marques...	June	<i>Thorscape</i>	Kerr Steamships
Lourenço Marques...	July 12-24	<i>Fantee</i>	Elder Dempster
Lourenço Marques...	July 19-21	<i>Halifax County</i>	March Shipping
Lourenço Marques...	July	<i>Thorshall</i>	Kerr Steamships
Beira.....	June 26-July 9	<i>New Texas</i>	Elder Dempster
Mombasa.....	June	<i>Thorscape</i>	Kerr Steamships
Mombasa.....	July	<i>Thorshall</i>	Kerr Steamships
	(May 26-June 8	<i>Chandler</i>	Elder Dempster
<b>Africa-South—</b>	June 11-23	<i>Cambray</i>	Elder Dempster
Cape Town.....	June 20-22	<i>Westminster County</i>	March Shipping
Port Elizabeth.....	June 26-July 9	<i>New Texas</i>	Elder Dempster
East London.....	June	<i>Thorscape</i>	Kerr Steamships
Durban.....	July 12-24	<i>Fantee</i>	Elder Dempster
	July 19-21	<i>Halifax County</i>	March Shipping
	July	<i>Thorshall</i>	Kerr Steamships
<b>Argentina—</b>			
Buenos Aires.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Buenos Aires.....	June 11-15	<i>Bowhill</i>	Cunard Donaldson
Buenos Aires.....	June 14-18	<i>Brazilian Prince</i>	Furness Withy
Buenos Aires.....	June 23	<i>Mormacstar</i>	Montreal Shipping
<b>Australia—</b>			
Brisbane.....	May 31-June 5	<i>Tongariro</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	May 26	<i>Johann Willem Friso</i>	Shipping Limited
Antwerp.....	May 29-June 5	<i>Grey County</i>	Canada Steamships
Antwerp.....	May 30	<i>Hemsefiell</i>	Brock Shipping
Antwerp.....	Early June	<i>Beckenharn</i>	Cunard Donaldson
Antwerp.....	June 5	<i>Mont Alta</i>	Montreal Shipping
Antwerp.....	June 7	<i>Prins Willem Van Oranje</i>	Shipping Limited

# Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Belgium—Con.</b>			
Antwerp.....	June 9-15	<i>Sein</i>	Furness Withy
Antwerp.....	June 12	<i>Hedel</i>	Shipping Limited
Antwerp.....	June 12-17	<i>Hada County</i>	Canada Steamships
Antwerp.....	June 14-21	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	June 15	<i>Svanefjell</i>	Brock Shipping
Antwerp.....	June 15	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	June 17-22	<i>Tunaholm</i>	Swedish American
Antwerp.....	June 21-28	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	Early July	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	July 3	<i>Brant County</i>	Canada Steamships
Antwerp.....	July 5	<i>Prins Maurits</i>	Shipping Limited
<b>Brazil—</b>			
Rio de Janeiro.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Santos.....	June 14-18	<i>Brazilian Prince</i>	Furness Withy
	June 23	<i>Mormacstar</i>	Montreal Shipping
<b>Celebes—</b>			
Macassar.....	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
<b>Ceylon—</b>			
Colombo.....	May 15-25	<i>Bayside</i>	March Shipping
Colombo.....	May 20-25	<i>Calrine</i>	McLean Kennedy
Colombo.....	June 5	<i>Merchant Prince</i>	McLean Kennedy
Colombo.....	June 15-25	<i>A Ship</i>	March Shipping
Colombo.....	June 20	<i>Derwenthall</i>	McLean Kennedy
<b>China—</b>			
Shanghai.....	May 15-25	<i>Bayside</i>	March Shipping
Shanghai.....	June 1-10	<i>A Ship</i>	March Shipping
Shanghai.....	June 9-14	<i>City of Khartoum</i>	McLean Kennedy
Shanghai.....	June 12-16	<i>Menesheus</i>	Cunard Donaldson
<b>Colombia—</b>			
Barranquilla.....	June 1-2	<i>Polykarp</i>	Swedish American
Barranquilla.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
Barranquilla.....	June 11-17	<i>Benny (r)</i>	Saguenay Terminals
Barranquilla.....	July 1-2	<i>Laholm</i>	Swedish American
Barranquilla.....	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Denmark—</b>			
Copenhagen.....	June 17-22	<i>Tunaholm</i>	Swedish American
Copenhagen.....	June 26-27	<i>Polycrest</i>	Swedish American
<b>Dominican Republic—</b>			
Ciudad Trujillo.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
Ciudad Trujillo.....	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Eire—</b>			
Dublin.....	June 2-6	<i>Fanad Head</i>	McLean Kennedy
Dublin.....	May 31	<i>Irish Ash</i>	Shipping Limited
Cork.....			
<b>Egypt—</b>			
Alexandria.....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Port Said.....			
Suez.....			
Alexandria.....	June 5	<i>Merchant Prince</i>	McLean Kennedy
Port Sudan.....	June 20	<i>Derwenthall</i>	McLean Kennedy
Alexandria.....	June 15-25	<i>A Ship</i>	March Shipping
<b>Finland—</b>			
Helsinki.....	June 17-22	<i>Tunaholm</i>	Swedish American
Helsinki.....	June 26-27	<i>Polycrest</i>	Swedish American
<b>France—</b>			
Le Havre.....	May 29-June 5	<i>Grey County</i>	Canada Steamships
Le Havre.....	June 9-15	<i>Sein</i>	Furness Withy
Le Havre.....	June 12-17	<i>Hada County</i>	Canada Steamships
Le Havre.....	June 14-21	<i>Mont Sorrel</i>	Montreal Shipping
Le Havre.....	June 17-22	<i>Tunaholm</i>	Swedish American
Le Havre.....	June 21-28	<i>Mont Sandra</i>	Montreal Shipping
Le Havre.....	July 3	<i>Brant County</i>	Canada Steamships



## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Germany—</b>			
Bremerhaven.....	June 3-8	<i>Beaverbrae</i>	Canadian Pacific
Hamburg.....	Early June	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	June 5	<i>Mont Alta</i>	Montreal Shipping
Hamburg.....	June 14-21	<i>Mont Sorrel</i>	Montreal Shipping
Hamburg.....	June 17-22	<i>Tunaholm</i>	Swedish American
Hamburg.....	June 21-28	<i>Mont Sandra</i>	Montreal Shipping
Hamburg.....	Early July	<i>Beaconsfield</i>	Cunard Donaldson
<b>Gibraltar.....</b>	(May 26-June 1 June 10-16 June 20-27)	<i>Italo Marsano</i> <i>Mont Rolland</i> <i>Liguria</i>	Montreal Shipping Montreal Shipping Montreal Shipping
<b>Greece—</b>			
Piraeus.....	June 10-16	<i>Mont Rolland</i>	Montreal Shipping
<b>Haiti—</b>			
Port au Prince.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
Port au Prince.....	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Hong Kong.....</b>	(May 15-25 June 12-16 June 9-14 June 15-25)	<i>Bayside</i> <i>Menestheus</i> <i>City of Khartoum</i> <i>A Ship</i>	March Shipping Cunard Donaldson McLean Kennedy March Shipping
<b>Iceland—</b>			
Reykjavik.....	June 3-5	<i>Trollafoss</i>	F. K. Warren
<b>India—</b>			
Karachi.....	May 15-25	<i>Bayside</i>	March Shipping
Bombay.....	June 5	<i>Merchant Prince</i>	McLean Kennedy
Madras.....	June 15-25	<i>A Ship</i>	March Shipping
Calcutta.....	June 20	<i>Derwenthall</i>	McLean Kennedy
<b>Italy—</b>			
Genoa.....	(May 26-June 10 June 10-16 June 20-27)	<i>Italo Marsano</i> <i>Mont Rolland</i> <i>Liguria</i>	Montreal Shipping Montreal Shipping Montreal Shipping
<b>Malaya—</b>			
Penang.....	(May 26-29 May 27-June 2 June 12)	<i>Steel Advocate</i> <i>Agapenor</i> <i>Steel Architect</i>	Isthmian Steamships Cunard Donaldson Isthmian Steamships
<b>Mediterranean—</b>			
Central and Western.....	May 26-June 1 June 10-16 June 20-27	<i>Italo Marsano</i> <i>Mont Rolland</i> <i>Liguria</i>	Montreal Shipping Montreal Shipping Montreal Shipping
<b>Mexico—</b>			
Veracruz.....	May 26	<i>Federal Pioneer</i>	McLean Kennedy
Veracruz.....	June 18-21	<i>Salen</i>	Federal Commerce
<b>Netherlands—</b>			
Amsterdam.....	(May 26 June 5 June 7	<i>Johann Willem Friso</i> <i>Mont Alta</i> <i>Prins Willem Van</i> <i>Oranje</i>	Shipping Limited Montreal Shipping
Rotterdam.....	Early June	<i>Beckenham</i>	Shipping Limited
Rotterdam.....	June 12	<i>Hedel</i>	Cunard Donaldson
Rotterdam.....	June 14-21	<i>Mont Sorrel</i>	Shipping Limited
Rotterdam.....	June 15	<i>Prins Willem IV</i>	Montreal Shipping
Rotterdam.....	June 21-28	<i>Mont Sandra</i>	Shipping Limited
Rotterdam.....	July 5	<i>Prins Maurits</i>	Montreal Shipping
Rotterdam.....	May 29-June 5	<i>Grey County</i>	Shipping Limited
Rotterdam.....	May 30	<i>Hemsefiell</i>	Canada Steamships
Rotterdam.....	June 15	<i>Svanefiell</i>	Brock Shipping
Rotterdam.....	June 17	<i>Hada County</i>	Brock Shipping
Rotterdam.....	June 17-22	<i>Tunaholm</i>	Canada Steamships
Rotterdam.....	Early July	<i>Beaconsfield</i>	Swedish American
Rotterdam.....	July 3	<i>Brant County</i>	Cunard Donaldson
			Canada Steamships

# Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Netherlands</b>			
<b>East Indies—</b>			
Batavia.....	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
Cheribon.....			
Samarang.....			
Soerabaya.....			
Batavia.....	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
Soerabaya.....			
June 12		<i>Steel Architect</i>	Isthmian Steamships
<b>Netherlands</b>			
<b>West Indies—</b>			
Curacao.....	June 11-16	<i>Benny (r)</i>	Saguenay Terminals
<b>Newfoundland—</b>			
St. John's.....	May 26-29	<i>Blue Peter II (r)</i>	Montreal Shipping
St. John's.....	May 31	<i>Empire Gangway</i>	Clarke Steamships
St. John's.....	June 9	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	June 10-13	<i>Blue Peter II (r)</i>	Montreal Shipping
Corner Brook.....	May 31	<i>Empire Gangway</i>	Clarke Steamships
<b>New Zealand—</b>			
Auckland.....	May 24-31	<i>Port Halifax</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
<b>Northern Ireland—</b>			
Belfast.....	June 2-6	<i>Lord Glentoran</i>	McLean Kennedy
Belfast.....	June 25-29	<i>Inishowen Head</i>	McLean Kennedy
<b>Norway—</b>			
Oslo.....	June 1-4	<i>Ranenfjord</i>	March Shipping
Oslo.....	June 5	<i>Ornefjell</i>	Brock Shipping
Kristiansand.....	June 15-19	<i>Norefjord</i>	March Shipping
Stavanger.....	June 17-22	<i>Tunaholm</i>	Swedish American
Bergen.....	June 21-23	<i>Lyngenfjord</i>	March Shipping
Bergen.....	June 25	<i>Carmelfjell</i>	Brock Shipping
Bergen.....	June 26-27	<i>Polycrest</i>	Swedish American
<b>Philippines—</b>			
Manila.....	June 9-14	<i>City of Khartoum</i>	McLean Kennedy
Manila.....	June 12-16	<i>Menestheus</i>	Cunard Donaldson
<b>Poland—</b>			
Gdansk.....	June 17-22	<i>Tunaholm</i>	Swedish American
Gdansk.....	June 26-27	<i>Polycrest</i>	Swedish American
<b>Portugal—</b>			
Lisbon.....	May 26-June 1	<i>Italo Marsano</i>	Montreal Shipping
Lisbon.....	June 10-16	<i>Mont Rolland</i>	Montreal Shipping
Lisbon.....	June 20-27	<i>Liguria</i>	Montreal Shipping
<b>Singapore.....</b>	May 15-25	<i>Bayside</i>	Montreal Shipping
	May 26-29	<i>Steel Advocate</i>	Isthmian Steamships
	May 27-June 2	<i>Agapenor</i>	Cunard Donaldson
	June 15-25	<i>A Ship</i>	March Shipping
<b>Sweden—</b>			
Gothenburg.....	June 4	<i>Signeborg</i>	Montreal Shipping
Malmo.....	June 17-22	<i>Tunaholm</i>	Swedish American
Norrkoping.....	June 26-27	<i>Polycrest</i>	Swedish American
Stockholm.....	June 28	<i>Ragneborg</i>	Montreal Shipping
<b>United Kingdom—</b>			
Avonmouth.....	May 27-June 3	<i>Norwegian</i>	Cunard Donaldson
Avonmouth.....	June 8-15	<i>Dorelian (r)</i>	Cunard Donaldson
Avonmouth.....	June 24-July 2	<i>Moveria (r)</i>	Cunard Donaldson
Glasgow.....	May 20-27	<i>Delilian (r)</i>	Cunard Donaldson
Glasgow.....	May 30-June 8	<i>Laurentia</i>	Cunard Donaldson
Glasgow.....	June 16-23	<i>Salacia (r)</i>	Cunard Donaldson
Glasgow.....	June 30-July 8	<i>Delilian (r)</i>	Cunard Donaldson

## Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Con.			
Hull.....	June 1-5	<i>Marengo</i> (r)	McLean Kennedy
Hull.....	June 8-12	<i>Consuelo</i>	McLean Kennedy
Leith.....	May 24-28	<i>Cairnvalona</i>	Furness Withy
Liverpool.....	May 21-28	<i>Arabia</i> (r)	Cunard Donaldson
Liverpool.....	June 2-6	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	June 2-6	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	June 5-11	<i>Sibley Park</i>	Cunard Donaldson
Liverpool.....	June 6-11	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	June 8-11	<i>Empress of Canada</i> (r)	Canadian Pacific
Liverpool.....	June 8-13	<i>City of Newport</i>	Cunard Donaldson
Liverpool.....	June 13-20	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	June 13-16	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	June 25-29	<i>Inishowen Head</i>	McLean Kennedy
Liverpool.....	June 28-July 5	<i>Arabia</i> (r)	Cunard Donaldson
London.....	May 24-29	<i>Vandalia</i>	Cunard Donaldson
London.....	May 30-June 5	<i>Beaverdell</i> (r)	Canadian Pacific
London.....	June 1-7	<i>Hillcrest Park</i>	Cunard Donaldson
London.....	June 3-8	<i>Beaverbrae</i>	Canadian Pacific
London.....	June 9-14	<i>Fort Spokane</i>	Cunard Donaldson
London.....	June 9-15	<i>Beaverlake</i> (r)	Canadian Pacific
London.....	June 3-9	<i>Beaverglen</i> (r)	Canadian Pacific
London.....	June 17-25	<i>Asia</i> (r)	Cunard Donaldson
London.....	June 26-July 2	<i>Fort Musquarro</i>	Cunard Donaldson
Manchester.....	May 26-29	<i>Manchester Port</i> (r)	Furness Withy
Newcastle.....	May 24-28	<i>Cairnvalona</i>	Furness Withy
<b>Uruguay—</b>			
Montevideo.....	May 24-26	<i>Mormacsea</i>	Montreal Shipping
Montevideo.....	June 11-15	<i>Bowhill</i>	Cunard Donaldson
Montevideo.....	June 14-18	<i>Brazilian Prince</i>	Furness Withy
Montevideo.....	June 23	<i>Mormacstar</i>	Montreal Shipping
<b>Venezuela—</b>			
La Guaira.....	June 11-16	<i>Benny</i> (r)	Saguenay Terminals
Maracaibo.....			
La Guaira.....	June 1-5	<i>Wentworth Park</i>	Saguenay Terminals
Puerto Cabello.....	June 1-2	<i>Polykarp</i>	Swedish American
	June 1-2	<i>Laholm</i>	Swedish American
	July 1-5	<i>Shakespeare Park</i>	Saguenay Terminals
<b>West Indies—</b>			
Bermuda.....	May 25-June 3	* <i>Alcoa Pennant</i> (r)	Alcoa Steamships
	June 1-7	<i>Canadian Challenger</i> (r)	Canadian National
	June 8-17	* <i>A Ship</i>	Alcoa Steamships
	June 22-July 1	* <i>A Ship</i>	Alcoa Steamships
	June 23-30	<i>Canadian Constructor</i> (r)	Canadian National
	July 2-9	<i>Canadian Cruiser</i> (r)	Canadian National
	July 18-24	<i>Canadian Challenger</i> (r)	Canadian National
Antigua.....	May 25-June 3	* <i>Alcoa Pennant</i> (r)	Alcoa Steamships
Barbados.....	June 1-7	<i>Canadian Challenger</i> (r)	Canadian National
Grenada.....	June 8-17	* <i>A Ship</i>	Alcoa Steamships
St. Kitts.....	June 22-July 1	* <i>A Ship</i>	Alcoa Steamships
St. Lucia.....	June 23-30	<i>Canadian Constructor</i> (r)	Canadian National
St. Vincent.....	July 2-9	<i>Canadian Cruiser</i> (r)	Canadian National
Trinidad.....	July 18-24	<i>Canadian Challenger</i> (r)	Canadian National
Dominica.....	June 1-7	<i>Canadian Challenger</i> (r)	Canadian National
Montserrat.....	June 23-30	<i>Canadian Constructor</i> (r)	Canadian National
	July 2-9	<i>Canadian Cruiser</i> (r)	Canadian National
	July 18-24	<i>Canadian Challenger</i> (r)	Canadian National
Bahamas.....	May 27-31	* <i>Canadian Conqueror</i>	Canadian National
Jamaica.....	June 1-7	<i>Canadian Challenger</i> (r)	Canadian National
	June 10	<i>Canadian Highlander</i>	Canadian National
	June 18	<i>Canadian Observer</i>	Canadian National
	June 25	<i>Canadian Victor</i>	Canadian National
	July 3	<i>Canadian Leader</i>	Canadian National
	July 13	<i>Canadian Conqueror</i>	Canadian National
	July 23	<i>Canadian Highlander</i>	Canadian National
	July 30	<i>Canadian Observer</i>	Canadian National



## Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
<b>West Indies</b> .....	May 25-June 3	<i>*Alcoa Pennant (r)</i>	Alcoa Steamships
British Guiana.....	June 1-7	<i>Canadian Challenger (r)</i>	Canadian National
	June 8-17	<i>*A Ship</i>	Alcoa Steamships
	June 22-July 1	<i>*A Ship</i>	Alcoa Steamships
	June 23-30	<i>Canadian Constructor (r)</i>	Canadian National
	July 2-9	<i>Canadian Cruiser (r)</i>	Canadian National
	July 18-24	<i>Canadian Challenger (r)</i>	Canadian National

## Departures from Halifax

\*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b>			
Santiago.....	May 25-28	<i>Dufferin Bell</i>	Pickford and Black
<b>Newfoundland—</b>			
St. John's.....	May 28-31	<i>Fort Amherst</i>	Furness Withy
St. John's.....	June 1-3	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	June 1-5	<i>Newfoundland</i>	Furness Withy
St. John's.....	June 8	<i>Atlantic Charter</i>	Montreal Shipping
St. John's.....	June 20	<i>Atlantic Charter</i>	Montreal Shipping
<b>St. Pierre et Miquelon.....</b>	{ June 8	<i>Atlantic Charter</i>	Montreal Shipping
	{ June 20	<i>Atlantic Charter</i>	Montreal Shipping
<b>United Kingdom—</b>			
Liverpool.....	June 1-5	<i>Newfoundland</i>	Furness Withy
Southampton.....	June 3	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	June 24	<i>Aquitania</i>	Cunard Donaldson
<b>West Indies—</b>			
Bermuda.....	{ May 20-28	<i>*Lady Nelson (r)</i>	Canadian National
	{ May 25-28	<i>Dufferin Bell</i>	Pickford and Black
	{ June 1-7	<i>*Lady Rodney (r)</i>	Canadian National
	{ June 4-7	<i>Fort Amherst</i>	Furness Withy
	{ July 5-12	<i>*Lady Nelson (r)</i>	Canadian National
	{ July 20-26	<i>*Lady Rodney (r)</i>	Canadian National
Antigua.....			
Barbados.....	May 20-28	<i>*Lady Nelson (r)</i>	Canadian National
Grenada.....	June 1-7	<i>*Lady Rodney (r)</i>	Canadian National
St. Kitts.....	July 5-12	<i>*Lady Nelson (r)</i>	Canadian National
St. Lucia.....	July 20-26	<i>*Lady Rodney (r)</i>	Canadian National
St. Vincent.....			
Trinidad.....			
Dominica.....	{ May 20-28	<i>*Lady Nelson (r)</i>	Canadian National
Montserrat.....	{ June 1-7	<i>*Lady Rodney (r)</i>	Canadian National
	{ July 5-12	<i>*Lady Nelson (r)</i>	Canadian National
	{ July 20-26	<i>*Lady Rodney (r)</i>	Canadian National
British Guiana.....	{ May 20-26	<i>*Lady Nelson (r)</i>	Canadian National
	{ June 1-7	<i>*Lady Rodney (r)</i>	Canadian National
	{ July 5-12	<i>*Lady Nelson (r)</i>	Canadian National
	{ July 20-26	<i>*Lady Rodney (r)</i>	Canadian National

### DIRECTORY INFORMATION

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.

## Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
<b>Colombia—</b>			
Barranquilla.....	June 10-11	<i>Wentworth Park</i>	Saguenay Terminals
Barranquilla.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Dominican Republic—</b>			
Ciudad Trujillo.....	June 10-11	<i>Wentworth Park</i>	Saguenay Terminals
Ciudad Trujillo.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
<b>Haiti—</b>			
Port au Prince.....	June 10-11	<i>Wentworth Park</i>	Saguenay Terminals
Port au Prince.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
<b>United Kingdom—</b>			
Liverpool.....	July 1-5	<i>Fort Spokane</i>	Cunard Donaldson
<b>Venezuela—</b>			
La Guaira.....	June 10-11	<i>Wentworth Park</i>	Saguenay Terminals
Puerto Cabello.....			
La Guaira.....	July 11-12	<i>Shakespeare Park</i>	Saguenay Terminals
Maracaibo.....			

## Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques...	May 28-June 14	<i>Lake Kamloops</i>	North Pacific Shipping
Lourenço Marques..	June 4	<i>Utrecht</i>	Dingwall Cotts
Beira.....	July	<i>Silverwalnut (r)</i>	Dingwall Cotts
<b>Africa-South—</b>			
Cape Town.....	May 19-June 2	<i>Lake Chilco</i>	North Pacific Shipping
Port Elizabeth.....	May 28-June 14	<i>Lake Kamloops</i>	North Pacific Shipping
East London.....	June 4	<i>Utrecht</i>	Dingwall Cotts
Durban.....	July	<i>Silverwalnut (r)</i>	Dingwall Cotts
<b>Argentina—</b>			
Buenos Aires.....	June 6	<i>Ravnanger</i>	Empire Shipping
<b>Australia—</b>			
Melbourne.....	May 29	<i>Waihemo</i>	Canadian Australasian
Sydney.....			
Hobart.....	June 4	<i>Waikawa</i>	Canadian Australasian
Sydney.....			
Melbourne.....			
Newcastle.....	June 13-16	<i>Mangarella</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	July	<i>Nimbus</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	May 26	<i>Golden Gate (r)</i>	Gardner Johnson
Antwerp.....	Mid-June	<i>Rouen</i>	Empire Shipping
Antwerp.....	June 18	<i>Argentina</i>	Gardner Johnson
Antwerp.....	June 30	<i>Panama</i>	Gardner Johnson

# Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Canal Zone—</b>			
Balboa.....	June 6	<i>Glimmaren</i>	Empire Shipping
Balboa.....	June 12	<i>Santa Juana</i>	Gardner Johnson
Balboa.....	June 30	<i>Santa Flavia</i>	Gardner Johnson
Balboa.....	June 1	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Cristobal.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
<b>Ceylon—</b>			
Colombo.....	June 10	<i>Höegh Silverlight</i> (r)	Dingwall Cotts
Colombo.....	June 18	<i>Lawak</i>	Dingwall Cotts
Colombo.....	June 18	<i>Höegh Silverspray</i>	Dingwall Cotts
<b>Chile—</b>			
Arica.....	June 12	<i>Santa Juana</i>	Gardner Johnson
Antofagasta.....	June 30	<i>Santa Flavia</i>	Gardner Johnson
Valparaiso.....	June 6	<i>Ravnanger</i>	Empire Shipping
<b>China—</b>			
Shanghai.....	May 27	<i>India Mail</i>	American Mail Line
Shanghai.....	May 30–June 14	<i>Lake Shawnigan</i>	Empire Shipping
Taku Bar.....	June 21–27	<i>Vito</i>	Empire Shipping
<b>Colombia—</b>			
Buenaventura.....	June 12	<i>Santa Juana</i>	Gardner Johnson
Buenaventura.....	June 30	<i>Santa Flavia</i>	Gardner Johnson
Barranquilla.....	June 6	<i>Glimmaren</i>	Empire Shipping
Barranquilla.....	July 12	<i>Don Aurelio</i>	Empire Shipping
<b>Costa Rica—</b>			
Puntarenas.....	June 1	<i>Coastal Adventurer</i>	Gardner Johnson
Puntarenas.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
<b>Ecuador—</b>			
Guayaquil.....	June 12	<i>Santa Juana</i>	Gardner Johnson
Guayaquil.....	June 30	<i>Santa Flavia</i>	Gardner Johnson
<b>Finland—</b>			
Helsinki.....	May 26	<i>Golden Gate</i>	Gardner Johnson
Helsinki.....	June 18	<i>Argentina</i>	Gardner Johnson
Helsinki.....	June 30	<i>Panama</i>	Gardner Johnson
<b>France—</b>			
Le Havre.....	Mid-June	<i>Rouen</i>	Empire Shipping
<b>Greece—</b>			
Salonica.....	May 26	<i>Aristotelis</i>	Empire Shipping
<b>Guatemala—</b>			
San Jose.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
<b>Honduras—</b>			
Amapala.....	May 28	<i>Coastal Adventurer</i> (r)	Gardner Johnson
Amapala.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
<b>Hong Kong</b> .....	May 30–June 14	<i>Lake Shawnigan</i>	Empire Shipping
	June	<i>A Ship</i>	Gardner Johnson
	June 14	<i>Roseville</i>	Balfour Guthrie
	June 21–22	<i>Vito</i>	Empire Shipping
<b>India and Pakistan—</b>			
Bombay.....	June 10	<i>Höegh Silverlight</i> (r)	Dingwall Cotts
Karachi.....	June 10		
Bombay.....	June 18	<i>Lawak</i>	Dingwall Cotts
Calcutta.....	June 18	<i>Höegh Silverspray</i>	Dingwall Cotts
Madras.....	June 5	<i>Höegh Silvermoon</i>	Dingwall Cotts
Calcutta.....	June 5		
<b>Japan—</b>			
Yokohama.....	May 27	<i>India Mail</i>	American Mail Line



## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Malaya—</b>			
Penang.....	June 14	<i>Roseville</i>	Balfour Guthrie
Port Swettenham..	June 18	<i>Lawak</i>	Dingwall Cotts
<b>Mexico—</b>			
Acapulco.....	June 1	<i>Coastal Adventurer (r)</i>	Gardner Johnson
Manzanillo.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
<b>Netherlands—</b>			
Rotterdam.....	Mid-June	<i>Rouen</i>	Empire Shipping
<b>Netherlands</b>			
<b>East Indies—</b>			
Batavia.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Soerabaya.....	June 10	<i>Høegh Silverlight</i>	Dingwall Cotts
	June 14	<i>Roseville</i>	Balfour Guthrie
<b>New Zealand—</b>			
Auckland.....	June 2	<i>Waihemo</i>	Canadian Australasian
Wellington.....			
<b>Nicaragua—</b>			
Corinto.....	June 1	<i>Coastal Adventurer (r)</i>	Gardner Johnson
Corinto.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
<b>Peru—</b>			
Callao.....	June 12	<i>Santa Juana</i>	Gardner Johnson
Talara.....	June 30	<i>Santa Flavia</i>	Gardner Johnson
Ilo.....			
Lobitos.....			
Mollendo.....			
<b>Philippines—</b>			
Manila.....	May 27	<i>India Mail</i>	American Mail Line
Cebu.....	June 10	<i>Høegh Silverlight (r)</i>	Dingwall Cotts
Iloilo.....	June 14	<i>Roseville</i>	Balfour Guthrie
Manila.....	June 5	<i>Høegh Silvermoon</i>	Dingwall Cotts
Iloilo.....			
Manila.....	June	<i>A Ship</i>	Gardner Johnson
Manila.....	June 21–22	<i>Vito</i>	Empire Shipping
Manila.....	June 18	<i>Høegh Silverspray</i>	Dingwall Cotts
Cebu.....	June 18	<i>Lawak</i>	Dingwall Cotts
<b>Salvador—</b>			
La Libertad.....	June 6	<i>Glimmaren</i>	Empire Shipping
La Union.....	June 1	<i>Coastal Adventurer (r)</i>	Gardner Johnson
La Libertad.....	June 15	<i>Coastal Nomad</i>	Gardner Johnson
San Salvador.....			
<b>Singapore.....</b>	June 14	<i>Roseville</i>	Balfour Guthrie
	June 18	<i>Lawak</i>	Dingwall Cotts
<b>Society Islands—</b>			
Papeete.....	June 4	<i>Waihemo</i>	Canadian Australasian
<b>Sweden—</b>			
Gothenburg.....	May 26	<i>Golden Gate (r)</i>	Gardner Johnson
Helsingborg.....	June 18	<i>Argentina</i>	Gardner Johnson
Malmo.....	June 30	<i>Panama</i>	Gardner Johnson
Stockholm.....			
<b>Taiwan—</b>			
Takao.....	May 30—June 14	<i>Lake Shawnigan</i>	Empire Shipping
<b>Tonga—</b>			
Nukualofa.....	June 4	<i>Waihemo</i>	Canadian Australasian

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>United Kingdom—</b>			
Liverpool.....	Late June	<i>Pacific Shipper</i>	Furness Withy
Manchester.....	Late July	<i>Pacific Enterprise</i>	Furness Withy
London.....	May 26	<i>Golden Gate (r)</i>	Gardner Johnson
London.....	June 18	<i>Argentina</i>	Gardner Johnson
London.....	June 30	<i>Panama</i>	Gardner Johnson
<b>Venezuela—</b>			
Bachaquero.....	June 6	<i>Glimmaren</i>	Empire Shipping
La Guaira.....			
Puerto Cabello.....			
Maracaibo.....			
La Guaira.....	July 12	<i>Don Aurelio</i>	Empire Shipping

## Postal Information

### Mail Service to Japan Extended to Printed Matter

Mail service to civilians in Japan has now been extended to include printed matter such as books, magazines and all other articles transmissible as prints in the International mails, without restriction as regards subject matter. The normal weight limit of four pounds, six ounces, the rate of one cent per two ounces or fraction thereof, and the other usual conditions of mailing will apply.

### Parcel Post Service to Manchuria Remains Suspended

Owing to present conditions, the parcel post service to the whole of Manchuria, including the districts of Changchun, Chinchow and Liaoning, remains suspended.

### Registration Service Available to Germany

Registration service to Germany is now available for the following articles: letters, letter packets, postcards, commercial papers and samples.

### Air Mail Service Soon Available from Combined German Zones

Frankfurt, April 27, 1948.—(FTS)—Outgoing air mail service will shortly be permitted from the Combined U. S./U. K. Zones to all countries with which postal relations are maintained, the Bipartite Communications Group announced recently. The availability of such a service will appreciably expedite contact between business firms in Germany and those in other countries of the world. Bipartite officials explained, adding that the new service will probably be inaugurated about May 1.

The Joint Export-Import Agency has agreed to cover the operating costs involved up to \$50,000 monthly, since postage paid in Germany in reichsmarks could not be utilized for this purpose. Normal international practice requires that payment to the air companies concerned be made by the country controlling them, the amounts being repaid out of postage receipts.

Incoming air mail services have been in operation since September, 1946. Ten countries now have direct air service to Germany, and many additional countries connecting air service. The decision to permit outgoing air mail service was reached when Bipartite officials felt that the absence of such a service was seriously hampering the economic development of the Combined Zones.

# Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

## Argentina

*Buenos Aires*—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

*Buenos Aires*—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

## Australia

*Sydney*—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

*Sydney*—Dr. W. C. HOPPER, Commercial Secretary for Canada (Agricultural Specialist). City Mutual Building. Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

*Melbourne*—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

## Belgian Congo

*Leopoldville*—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

## Belgium

*Brussels*—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

## Brazil

*Rio de Janeiro*—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed. Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

*São Paulo*—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

## Chile

*Santiago*—E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.

Territory includes Bolivia.

## China

*Shanghai*—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

## Colombia

*Bogotá*—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

## Cuba

*Havana*—R. G. C. SMITH, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

*Cairo*—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

## France

*Paris*—YVES LAMONTAGNE, Commercial Counsellor, Canadian Embassy, 3 rue Scribe.

Territory includes Switzerland, Algeria, French Morocco and Tunisia.

*Paris*—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.

Territory includes Belgium, Denmark, France and the Netherlands.

## Germany

*Frankfurt*—B. J. BACHAND, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main.*



# Foreign Trade Service Abroad—Continued

## Greece

*Athens*—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Turkey.

## Guatemala

*Guatemala City*—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

## Hong Kong

*Hong Kong*—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

## India

*New Delhi*—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

*Bombay*—C. R. GALLOW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

## Ireland

*Dublin*—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

*Belfast*—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

## Italy

*Rome*—J. P. MANION, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)

Territory includes Austria, Czechoslovakia, Malta, Yugoslavia and Libya.

## Jamaica

*Kingston*—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

## Mexico

*Mexico City*—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

## Netherlands

*The Hague*—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

## Newfoundland

*St. John's*—R. CAMPBELL SMITH, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

## New Zealand

*Wellington*—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660. Territory includes Fiji and Western Samoa.

## Norway

*Oslo*—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

## Pakistan

*Karachi*—G. A. BROWNE, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531. Territory includes Afghanistan.

## Peru

*Lima*—C. J. VAN TIGHEM, Commercial Secretary, Canadian Embassy. Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

## Portugal

*Lisbon*—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

## Singapore

*Singapore*—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

# Foreign Trade Service Abroad—Concluded

## South Africa

**Johannesburg**—S. V. ALLEN, Commercial Secretary for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

*Cable address, Cantracom.*

**Cape Town**—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

*Cable address, Cantracom.*

## Sweden

**Stockholm**—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

## Trinidad

**Port-of-Spain**—A. W. EVANS, Acting Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

## United Kingdom

**London**—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Sleighing, London.*

**London**—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

*Cable address, Sleighing, London.*

**London**—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Cantracom, London.*

**London**—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Timcom, London.*

**Liverpool**—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

**Glasgow**—G. F. G. HUGHES, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

*Cable address, Cantracom.*

## United States

**Washington**—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**Washington**—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**New York City**—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.

Territory includes Bermuda.

*Cable address, Cantracom.*

**Chicago**—EDMOND TURCOTTE, Consul-General for Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

**Los Angeles**—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

## Venezuela

**Caracas**—C. S. BISSETT, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.

Territory includes Netherlands West Indies.



# Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations May 10	Nominal Quotations May 17
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2500	.2500
Australia.....	Pound	...	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	...	.0228	.0228
Bolivia.....	Boliviano	...	.0238	.0238
British West Indies (except Jamaica).....	Dollar	...	.8396	.8396
Brazil.....	Cruzeiro	...	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	...	.5714	.5714
Cuba.....	Peso	...	1.0000	1.0000
Czechoslovakia.....	Koruna	...	.0200	.0200
Denmark.....	Krone	...	.2083	.2083
Ecuador.....	Sucre	...	.0740	.0740
Egypt.....	Pound	...	4.1330	4.1330
Eire.....	Pound	...	4.0300	4.0300
Fiji.....	Pound	...	3.6306	3.6306
Finland.....	Markka	...	.0073	.0073
France and French North Africa.....	Franc	...	.0046	.0046
French Empire—African.....	Franc	...	.0079	.0079
French Pacific Possessions.....	Franc	...	.0201	.0201
Haiti.....	Gourde	...	.2000	.2000
Hong Kong.....	Dollar	...	.2518	.2518
Iceland.....	Krona	...	.1541	.1541
India.....	Rupee	...	.3022	.3022
Iraq.....	Dinar	...	4.0300	4.0300
Italy.....	Lira	...	.0017	.0017
Jamaica.....	Pound	...	4.0300	4.0300
Malaya.....	Dollar	...	.4701	.4701
Mexico.....	Peso	...	.2059	.2059
Netherlands.....	Florin	...	.3769	.3769
Netherlands East Indies.....	Florin	...	.3769	.3769
Netherlands West Indies.....	Florin	...	.5302	.5302
New Zealand.....	Pound	...	3.2402	3.2402
Norway.....	Krone	...	.2015	.2015
Pakistan.....	Rupee	...	.3022	.3022
Palestine.....	Pound	...	4.0300	4.0300
Peru.....	Sol	...	.1538	.1538
Philippines.....	Peso	...	.5000	.5000
Portugal.....	Escudo	...	.0403	.0403
Siam.....	Baht	...	.1000	.1000
Spain.....	Peseta	...	.0916	.0916
Sweden.....	Krona	...	.2783	.2783
Switzerland.....	Franc	...	.2336	.2336
Turkey.....	Pound	...	.3571	.3571
Union of South Africa.....	Pound	...	4.0300	4.0300
United Kingdom.....	Pound	...	4.0300	4.0300
United States.....	Dollar	...	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	...	.2985	.2985



# Trade Publications Available

## ABC of Canadian Export Trade

Copies of this publication, prepared by the Export Division, Foreign Trade Service, may be obtained on application to the King's Printer, Government Printing Bureau, for 25 cents a copy in Canada and 50 cents abroad.

## Canadian Certified Seed Potatoes

Prepared for distribution abroad, in an effort to stimulate the export sale of potatoes, this illustrated folder specifies the six varieties most suitable for shipment to other countries, the classes of seed, and the three classifications. Other information of interest to prospective purchasers is included.

## "Foreign Trade"

Reprint of January 4, 1947, anniversary issue, containing articles on the Canadian Trade Commissioner Service, the history of the *Commercial Intelligence Journal* and preceding weekly publications, short reports from trade commissioners throughout the world on their respective territories, with illustrations.

## Economic Reviews

Reports on economic conditions in various countries, reproduced from the *Commercial Intelligence Journal* and *Foreign Trade*, as follows:

Argentina	Chile
Australia	Colombia and Venezuela
British West Indies and British	French North Africa
Guiana	India
Central America	New Zealand

## Reprints of Special Reports

Articles appearing in the *Commercial Intelligence Journal* and *Foreign Trade* have been reprinted in pamphlet form for distribution by commodity officers and others receiving enquiries on the subject concerned, as follows:

- Industrial Development in Canada
- Canadian Toy Industry
- German Industrial Plants Available for Reparation
- The Influence of Geography on Import Trade
- Production of Sports Equipment in Canada
- Assistance Available from Trade Commissioners
- Trade Procedure for American and British Zones of Germany

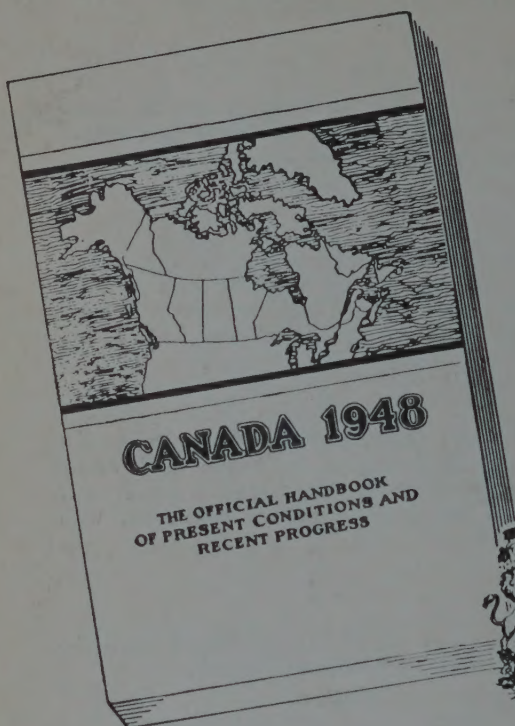
## Trade Bulletins and Reports

Detailed information concerning Canadian foreign trade is compiled by the Dominion Bureau of Statistics, to which application should be made. This is issued on an annual, quarterly and monthly basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook* and a number of reports on specific commodities.

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